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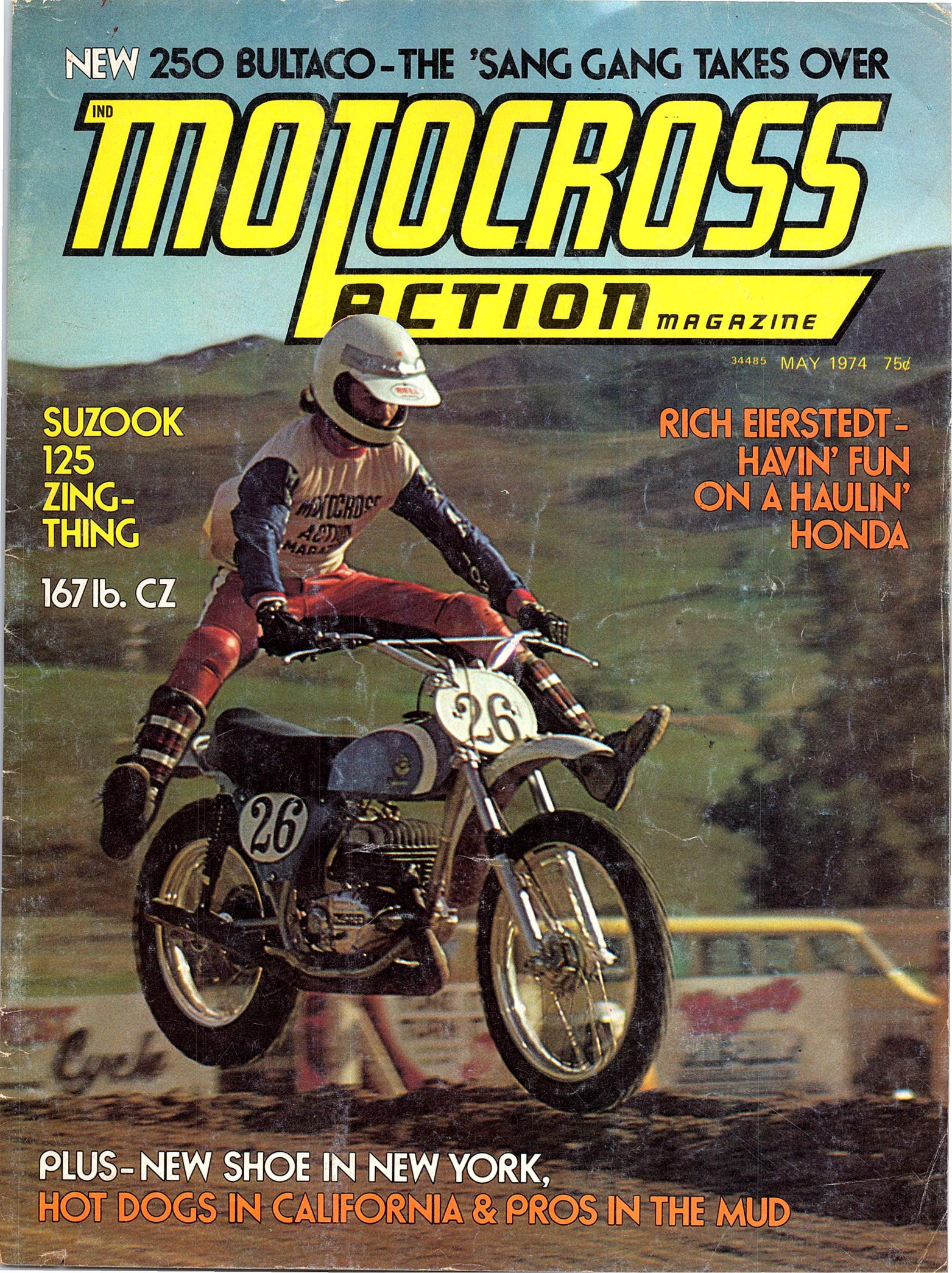

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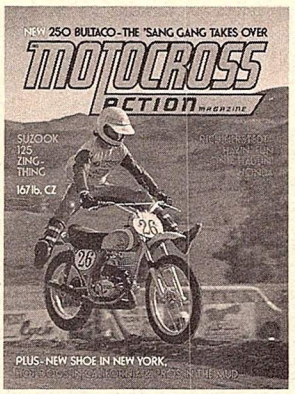
NEW 250 BULTACO - THE 'SANG GANG TAKES OVER
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PLUS - NEW SHOE IN NEW YORK.

Cover: MXA test rider Ken Zahrt gets airborne, followed soon after by Bultaco's new 250 Pursang. Check out the test on page 34.

MIC
MOTORCYCLE INDUSTRY COUNCIL

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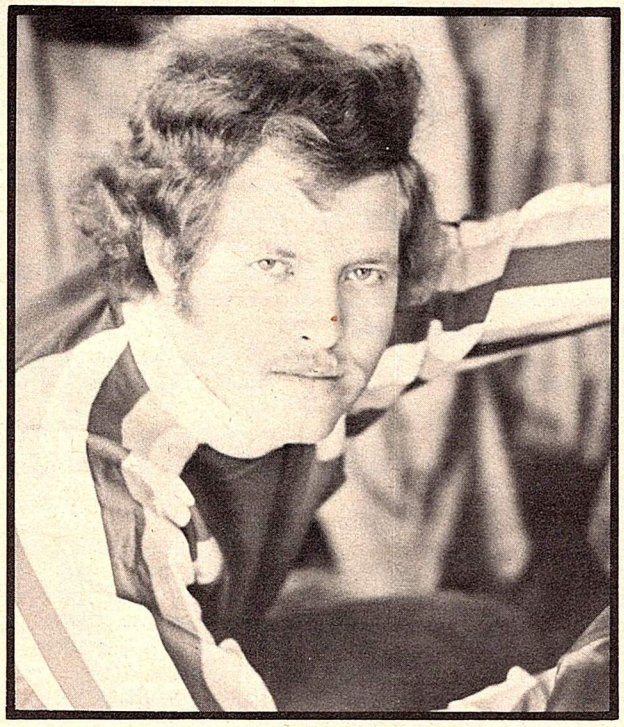
WFO

a few thoughts on the $¢$%*%#@(&*$$! *"energy crisis"*



by Mike Kerley

The time has come to say a few choice words about the "energy crisis." The fact that this is supposed to be a family-type magazine makes that harder than it should be, since most of my particular thoughts about what's going on are what is coyly described as unprintable. But I suppose that if I confine myself to "constructive criticism" we'll get through the column OK. But, damn, it's hard. Maybe if I just . . . . *%&$$$*%&$ arabs. &%¢¢¢*$$¢¢¢%*)$&¢ politicians. $$$$$$$$$&&&&&&&&& $$% oil companies. Ahhhh, that feels a little better. Now for the constructive part.

Except that, how do you be "constructive" about something you don't seem to be able to do anything about? Despite the million-dollar ad campaigns and self-righteous protestations before the Congress about "reasonable profits over a five-year period, etc., etc.," there's not much doubt in most people's minds where the immediate blame for the less gas, higher prices syndrome lies. Everybody says, "oil companies," and screams and yells — as well they should. There's more to it than that, though. How about the politicians who are paid to 1) keep these things from happening, and 2) correct them when they do? The only thing Washington seems to know about the energy crisis revolves around the numbers "68" (thermostats) and "55" (speed limits). Ask them about how much oil there really is stored around the country, ask them why oil company profits can climb right through the price ceiling with nary a scratch, ask them why the industry has gotten away with the things which have led to this problem; and all they want to talk about is the weather. Or anything. Since that goes for just about everybody in government, it's something you might want to consider the next time your friendly, local incumbent politician runs for reelection.

* * *

Lead time (that's what we technical types call the time between when I'm writing this and when you're reading it) being what it is in the magazine industry, by the time you see this you'll have heard the current bad news. And hopefully, there'll have been some good news to offset it. Right now there isn't much, though, and if things continue as they are, it looks as though gainfully employed motocross types are going to have to start earning their bucks doing basically dishonest things like robbing banks and running for Congress. Why? Because the motorcycle industry, or a good part of it, is running scared instead of fighting.

Item. Kawasaki, home of the Bilious Green Machines and God's unarguable gift to motorcycle racing, cuts its racing program to the bone. Jimmy Weinert is now Big Green's motocross team (*all* of it), and Yvon DuHamel is its road racing team. Good choices both, but that means that seven other top-notch guys are out in the cold.

Item. Despite the fact that there will be a 125cc National Championship Series this year, and a real live world points 125 Grand Prix held in this country as a part of the FIM's new 125 World Championship Series, no major factory has plans at this time to sponsor a 125 team (except Kawasaki, which says that Jimmy can do that along with everything else). This may change, but right now the attitude is basically wait and see.

Well, you can't really blame them, I guess. Regardless of how it came about, and whether the key word here is "shortage" or "restriction," there *is* an energy crisis. And while all the gas used in motorcycle racing all over the world wouldn't be enough to fly Air Force One to Key Biscayne for the weekend, it is a fact that racing, *any* racing, is bad public relations with the non-racing public. And the big companies, with their multi-national corporate feelers and product lines which include everything from motocross bikes to panty hose, have got to worry about p.r. A whole lot.

That's part of the reason that companies like Kawasaki are making drastic cutbacks in their racing programs, while the smaller firms such as, say, Bultaco and Maico aren't. It's simple. If Kawasaki cuts back, the p.r.'s good and there's plenty of other stuff they can manufacture and sell. If Bultaco and Maico and the rest of the smaller companies cut back on their racing, they're likely to be out of business. It's simple. Racing bike manufacturers have got to go racing.

There are other reasons for the cutbacks, of course. Reasons that have titles like, "profit margins" (smaller on dirt bikes than on street bikes, etc.), "restriction of resources" (things are tough in Japan right now, and when you've

only got so much you put it into the products which make the most money), and "bowing out gracefully" (some of the larger companies have never been able to adjust to the fact that computers don't spit out instant motocross winners). But the p.r. factor is still a large, maybe the largest, part of it. Which is too bad. Now that the environmentalist groups like the Sierra Club are taking it in the ear from the oil companies due to the "urgency of the energy crisis," they're likely to concentrate all of their generally ill-informed fury on things like motorcycling. If you can't duke it out with the big guys, you kick the little ones instead.

All of which leads to the second part of this elongated thought. That is; what do we do about it? How do we keep racing and encourage the factories to do likewise? How do we get the money men to bet on *us?*

The thing not to do is run scared. It is conceivable that events may force us all to curtail our racing, but until that happens we

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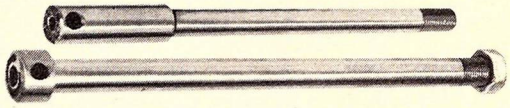

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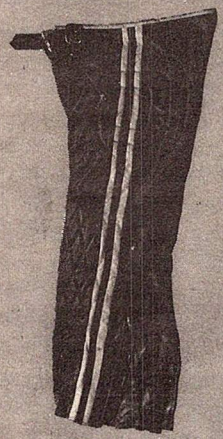

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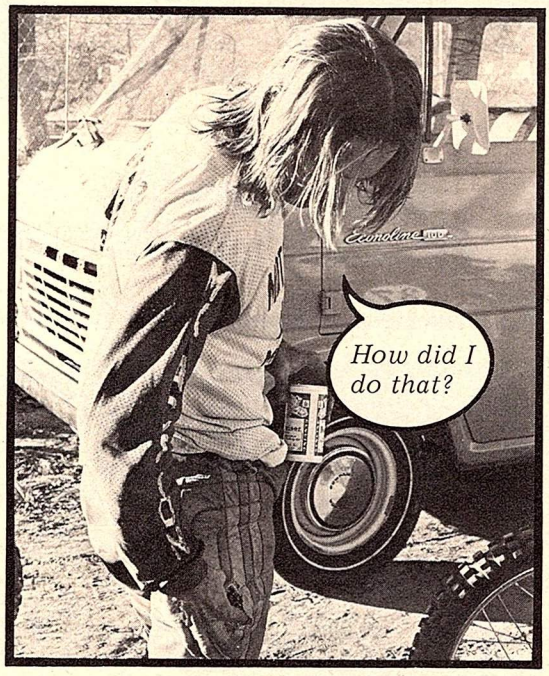
BAZZER'S BOX



plastic wheels, mashed beets and billy barkfeather

by paul boudreau

Everywhere I look, lately, I see Rodney Allen Rippy. Big deal. So the kid eats hamburgers. I know lots of little kids who can eat hamburgers. But how many little kids do you know who can ride motocross? I have this little friend who's only three years old and he rides motocross. (Rodney Allen Rippy must be at least *six*.) Not only does this kid ride, but he rides real good. In fact, he's not only the world's *youngest* motocrosser, he's also one of the best. So let's meet the little booger, the only three-year-old motocrosser, Billy Barkfeather.

* * *

MXA: Hi ya, Billy. How ya doin'?
BB: Hi ya, Baz. I'm doing pretty good. I've got a slight groin pull from my last moto, but other than that, I'm O-K.
MXA: Billy, is it true you're only three years old?
BB: Yes, Baz, I'll be three in June.
MXA: And how long have you been racing motocross?
BB: Oh, almost six months now. I started out doing a little flattrack and scrambles for a couple of weeks and then somebody turned me on to motocross. I've been racing professionally for about four months.
MXA: Gosh, it seems almost impossible for a three-year-old kid to be a professional motocrosser. You must run into a lot of problems. What's it like to be a three-year-old professional?
BB: Well, Baz, my biggest problem is getting equipment that fits. You know, gloves, boots, Jofa, helmet and stuff like that. They're usually made for bigger kids and a lot of times I have to wear stuff that's way too big for me. My Bell sits on my head like a lampshade and I've got to wear 14 pairs of J-T socks under my Norstars. But being small has its good points, like my 7-11 chest protector covers my whole body, my Jofa covers my whole face and my boots go all the way up to my hips. I'm invincible when I'm dressed.
MXA: How about your bike? What kind of bike do you ride?
BB: Oh, I still ride for Sears. They built me a new Supercycle this year. It's so bitchin', all trick parts. The wheels are made out of this real neat plastic and the pedals have a shorter stroke.
MXA: Yes, I noticed it's got pedals. How do you manage without some kind of motor?
BB: A motor? Whatta you kiddin'? I'm just a little kid. If they put a motor in that thing, I'd kill myself. Besides, you'd need ground clearance for the pipe and then I wouldn't be able to reach the ground with my feet.
MXA: But how do you go so fast?
BB: I pedal like a sonovabitch.
MXA: I guess you do. Have you ever raced against John DeSoto?
BB: You mean the "Flyin' Turd"? Sure, I blew him off a long time ago when I first started racing. I pulled the old "shift 'im outta gear" trick. I'm so close to the ground all I had to do is reach over and grab his shift lever.
MXA: What about Weinert?
BB: Weinert? He ain't nothin'. I destroyed him at the Lompoc 7-Up Trans-Un. He's got to realize that he's only Jimmy Weinert and I'm Billy Barkfeather.
MXA: What do you think of Pierre Karsmakers?
BB: He tried to punch me out at the General Electric Winter-Ohm in Bayonne, but I bit him on the ankle. Good thing he had his boots on or I would've ruined him.
MXA: Boy, you must really be hot. Did you ever race in Europe?
BB: Oh, yeah. A couple of weeks ago I was on the American team at the Whoopee des Nations. Went against Robert and DeCoster and blew them both off.
MXA: What's Joel Robert like?
BB: He's really weird. We were sitting in a bar in Copenhagen and he set the place on fire. I almost lost my little ducky trying to get out.
MXA: Now wait a minute. How can a three-year-old kid get into a bar?
BB: Easy. Brad Lackey lets me wear his silly "old man" mask. It makes me look like Dick Mann.
MXA: This is insane. How do you manage to do so well?
BB: I get good starts. You see, Sears built my Supercycle just low enough so I can get it *under* the starting gate. So, while the referee is watching all the big guys, I can sneak through and get a wicked hole shot.
MXA: What's your biggest fear?
BB: Stalling in the first turn. I figure a kid my size on a plastic kiddy kar could get really bruised by 40 guys on Husqvarnas.
MXA: I can dig it. How much money do you make?
BB: This year I grossed about a hundred thou' before taxes.
MXA: That seems like an awful lot of money for a little kid.

Continued on page 9

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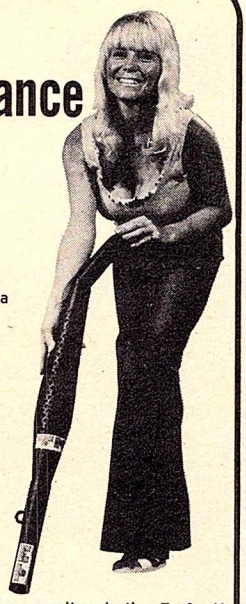

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have to keep going. The biggest expenditure of gasoline involved in motocross is in getting to the track. So you don't haul one bike per van, you haul several. *Cycle News* (in all its various geographical and editorial manifestations) is sponsoring a van pooling service to allow people who want to pool it to the track to get together. Check it out. If *CN* doesn't do the job in your area, talk to the other people at the track on race day and see what you can arrange.

If Sunday driving is a problem in your area, encourage promoters to hold their races on Saturday. They should be willing to listen, since if you can't show up, they don't make any money. If the vigilante masses start getting on your case, fight back. Point out how little fuel motorcycle racing uses compared to other sports and pastimes. Point out that the people who are bitching about gas waste are by and large the same people who drive those ten-miles-per-gallon guzzlemobiles which are designed in Detroit by people who must own gas stations on the side.

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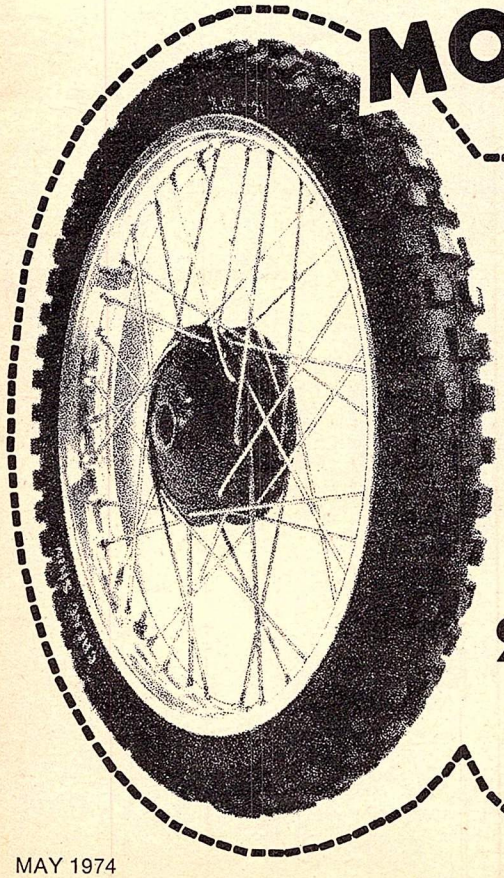

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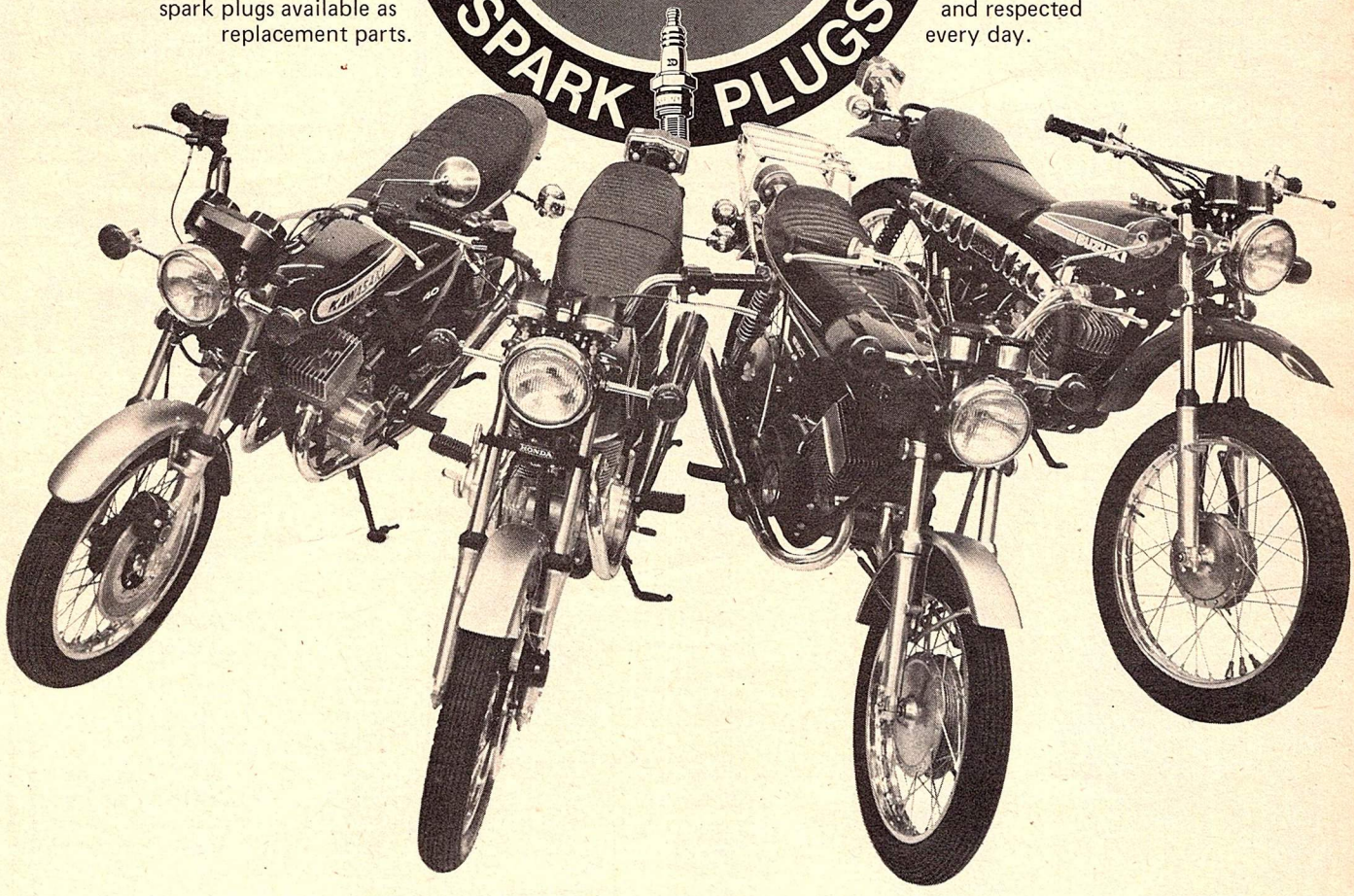

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Point out that restricting motocross (or any other form of racing) is not going to end, alleviate or even put a dent in the energy crisis. Point out that the only thing that *will* do that is restricting in some manner the people and companies that are getting rich off it.

Who do you tell all this stuff to? Simple, everyone. Start out with anyone you happen to hear saying that, "Of course, racing has to be stopped," then extend yourself a little. Talk to the local dealers who represent firms (there may be more) that are cutting back. Write a letter to your hometown scandal sheet. Write another several to your elected representatives — senators, congressmen, state legislators and whatnot — telling them that if motocross and related pastimes are going to be made a sacrificial offering to the energy crisis, you fully intend to make *them* your very own personal sacrifice at the very next election. If that kind of sentiment sounds a bit drastic to you, you might consider that had our elected officials been doing their jobs, in fact, if they weren't afraid to do their jobs right now, the energy crisis wouldn't be the major problem that it is. You might even want to do what our friend Motoguerrilla (remember him?) is doing, and send nasty notes along with your exorbitant payments on your oil company credit cards every month. After all, the oil companies, for all of their arrogance and profit-gouging, are a least somewhat sensitive to public opinion. They have to be, since their corporate practices constantly invite the risk of public regulation.

And finally, importantly, pay attention to who your friends are during the next several months. See who's supporting the sport and who's sitting back to see which way the geopolitical cookie is going to crumble. See who's racing and who's out to lunch. See who wants to fight for the sport, and who just wants to be sure of coming down on the winning side. Then, to paraphrase an old saw, support the people (and companies) who support the sport. If you don't, there may not be anything left to support. *

BAZZER'S BOX

Continued from page 6

BB: Are you kidding? Rodney Allen Rippy makes twice that in a week. Besides, my Mommy keeps it all. I only get 25 cents a week allowance which I usually blow on candy. Money isn't everything, y' know. I'm just in it for the kicks.

MXA: What do your parents think about you being a pro motocrosser?

BB: Oh, my Mommy and Daddy think it's great. After all, I could be getting off on something really weird like playing with matches or locking myself in the bathroom. They figure it's good for a child to find direction at an early age.

MXA: Aren't they worried about you getting hurt?

BB: Naw, not during the race. Y' see, I'm so fast, nobody can get near me. It's the rider's meetings I've got to watch out for. Tony DiStefano stepped on me once and I couldn't race for two weeks.

MXA: What kind of future do you see for babies in motocross?

BB: Outta sight. Things are just starting to happen. Next year Beech Nut wants to sponsor me on an Inch Worm, and I just found out that Johnson & Johnson and Playtex are offering contingencies for the summer Infant-AMA series. Mike Good-

Continued on page 13

HE'S GOT IT ALL TOGETHER

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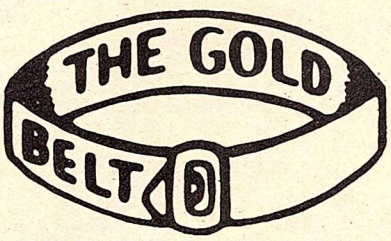

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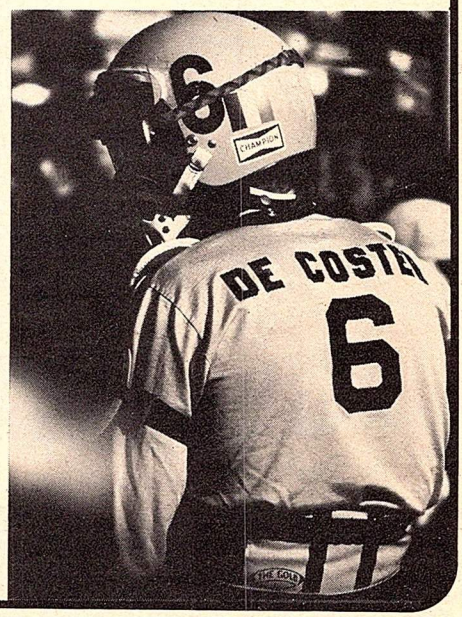

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DIRT

cowflop of the conscious

The new-fangled National Motocross Association has come up with what might be the "Motocross Idea of the Decade" if, 1) it works and if, 2) it works. Seems that as of this year, the NMA will be offering what they're calling an International Rider Exchange Program for its members. Goes like this. The NMA will arrange for riders (individuals, groups, families or team tours) to race in foreign countries and for furriners to race in the gud ol' U.S.A. The program will be available to Professional, Sportsman or Amateur riders, and there is no age limit. The NMA says that several plans are available for different types of tours; and that many expenses such as travel, lodging, meals, etc. are eliminated or minimized by the way the program is set up.

Any rider, group, etc., interested in the program should contact the NMA; and any racing family, dealer, distributor, manufacturer, promoter, etc., etc., interested in hosting or sponsoring foreign riders, should do the same. Address all inquiries to: International Rider Exchange Program, National Motocross Association, P.O. Box 1092, Mission, Kansas 66222. Sounds like a trick idea to us, assuming that, 1) enough people on both sides of the Big Pond are willing to play, and 2) the, ah, "energy crisis" doesn't turn the whole thing off.

* * *

Just in case you haven't seen it, here's the AMA's professional motocross schedule for the remainder of 1974. If there's a race in your area, we suggest you car pool or whatever to the track.

NATIONAL CHAMPIONSHIP SERIES

April 21: 250 & 500cc – Snyder Cycle Park, Washington, Indiana
April 28: 250 & 500cc – Red Bud Track & Trails, Buchanan, Michigan
May 5: 250 & 500cc – Appalachia MX Park, Morgantown, West Virginia
May 19: 250 & 500cc – Gran-AM MX Park, Hamersville, Ohio
May 25: 250 & 500cc – Moto-Cross West, Wagaman, Louisiana
June 30: 125cc – Sears Point Int. Raceway, Sonoma, California
July 7: 125cc – Baldwin Cycle Park, Baldwin, Kansas
July 21: 125cc – Mid-Ohio MX Park, Lexington, Ohio
August 11: 250 & 500cc – Delta Motorsport Park, Delta, Ohio
August 18: 250 & 500cc – Moto-Masters Park, Mexico, New York
August 25: 250 & 500cc – Highland Hills, Hillsboro, Ohio

TRANS-AMA SERIES

(500 International, 250 Support)
September 29: Copetown, Ontario, Canada (also the Canada Grand Prix)
October 6: Unadilla Cycle Park, Unadilla, New York
October 13: Honda Hills Cycle Park, Linnville, Ohio
October 20: Road Atlanta, Gainesville, Georgia
October 27: Orlando Sports Stadium, Orlando, Florida
November 3: Mid-America MX Park, St. Peters, Missouri
November 10: Whitney Cycle Ranch, Lake Whitney, Texas
November 17: Puyallup Raceway Park, Puyallup, Washington
November 24: Carnegie Cycle Park, Livermore, California
December 1: Saddleback Park, Irvine, California

AMA SUMMER INVITATIONAL INTERNATIONAL MOTOCROSS

June 22: 250 International, 500 Support – "Superbowl of Motocross," L.A. Coliseum, Los Angeles, California
July 14: 500 International GP, 250 Support – Carlsbad Raceway, Carlsbad, California (world points event, 500cc)

INTER-AMA SERIES

June 30: 250 International, 125 Na-

tional Championship – Sears Point International Raceway, Sonoma, California

July 7: 250 International, 125 National Championship – Baldwin Cycle Park, Baldwin, Kansas

July 21: 250 International, 125 National Championship – Mid-Ohio MX Park, Lexington, Ohio

July 28: 250 International, 125 World Cup Championship – Zoar MX Park, Springville, New York (world points event, 125cc)

* * *

Trabaca Products has announced a $10,000 contingency program for 1974, to include most phases of motorcycle racing including motocross. The ten National races, five Inter-AMAs, ten Trans-AMAs and both USGPs are covered. Rah.

* * *

Ahem. May we have your attention please: While looking through the February issue of *Cycle World, Cycle* and other magazines and such that we don't read, we noticed an advertisement from the American Honda Motor Co., Inc., stating in part that ". . . Rich Eierstedt and his Honda Elsinore CR-250M won the 250cc Trans-AM (sic) Championship." We assume that, through some error, the part about Rich's Honda Elsinore CR-250M not being the same as the Honda Elsinore CR-250M you bought was left out. Of course, because you read MOTOCROSS ACTION, you already know the Honda Elsinore CR-250M they're talking about cost many thousands of dollars to build and is a very fine machine, but the mass-produced Honda Elsinore CR-250M costs only a few hundred to build and is also a fine machine. Go back to sleep.

* * *

If you never go to any other pro motocross this year, try to go to one of the AMA 125cc National Championship series. They will be held in conjunction with the 1974 Inter-AMA series as a support event. That also means you'll get to see a powerful lot of racing if you go to any of the Inter-AMAs. The first race, not an Inter-AMA, will be held April 6, at Plymouth, California. That's the Hangtown Classic for you locals. But check it out: The last race of the series, July 28, at Zoar in Springville, New York, will also be the American round of the 125cc

Continued on page 51

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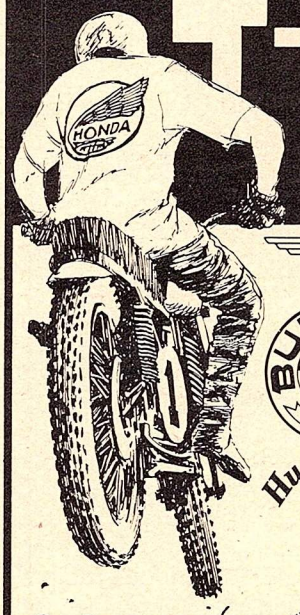

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TWENTY MINUTES WITH WANDA LOU

Just read your editorial "Forty Minutes With Wanda Lou" and want to give you another side of the picture.

Only about one racer out of a thousand will ever get to ride in national racing. The rest will have to race in local races. Why? Who can afford to run 40-minute motos, because of the bikes not holding up for such a long race. My son races and we buy good bikes: Yamaha, CZ and now a Yamaha 360YZ. It costs a hell of a lot to race unless you are a factory rider — which very few are compared to the total number of racers. And 40-minute races are very hard on equipment.

If getting a World Championship is the goal, then just let those factory sponsored riders race 40-minute motos. There should still be a class for experts to race for money, and 20-minute motos are plenty long enough to show the better riders. And shorter motos are better and more exciting from the spectator point of view.

I like your magazine a lot and hope you will encourage more people to take up motocross racing by keeping it within reach of the *average* racer's financial means.

Glenn Ogden
Escondido, California

BAD LOSERS

Please cancel our subscription to MOTOCROSS ACTION. Because of a recent Carabela test article you published, we no longer wish to contribute to your publication. The article was very unprofessional and poorly written. The author obviously didn't receive any payola, as he couldn't find anything right with the bike. This type of journalism is petty and low-grade, and I'm surprised that Hi-Torque Publications continually allows this type of personnel to remain employed. These types of journalists should be rooted out of the industry before destroying the truly constructive writers and sincere readers with garbage!

Patricia Jones
Dirt Bike West
Canoga Park, California

There are two ways to test a bike, Patricia: for the benefit of the consumers, or for the benefit of the dealers. Sorry if our article was "unconstructive," but it isn't our job to build up your shop's business.

PIT-PUFF

Tweakie DuBos' article on "How to be an Efficient Pit Tootsie" brought some good laughs around our household. It was not only interesting, but very true. As a woman I enjoy helping my husband prepare for races . . . except I'm usually too busy being the perfect tootsie for my *own* race activities. With this in mind, may I offer one addition to her article: "A really devoted toots will learn to ride, and hopefully even try racing a couple of Powder Puff events. Husbands, boyfriends, friends, fathers, brothers, etc., love to brag about their fellow-female-racer."

Thanks again to Tweakie for recognizing females in their full unfeminine right!

Denise Beardshear
End Does M.C.
Santa Ana, California

TEAM BEACH BLANKET

I'm glad that motocross is only now making the big-time here in the States. Who would have wanted to see Annette Funicello wiping off Frankie Avalon's goggles every time they went to the drive-in movies?

Anthony Godbehere
Tacoma, Washington

ANIMAL CRACKERS

Lately, my Hodaka Super Rat had been foaming at the carb, reaching out and jumping at people and refusing to get near water. After this had been going on for two or three weeks, I took it to the shop to find out what was wrong and, sure enough, it had *rabies!* I had to put it to sleep. Please tell everyone out there with Super Rats that they have to have them vaccinated at the beginning of the year to avoid traumatic experiences like mine.

Pat Smith
Independence, Missouri

I have a friend whose parents wouldn't let him have a bike until he could pay for it himself. So he started collecting Seven-Up bottles. Soon he had collected 7000 Seven-Up bottles and he went out and bought himself an XR75. Even though he is a tad too big for the bike, he likes it a lot. But his parents are mad at him and might take his XR75 away from him. It seems that his XR has picked up a bad case of diarrhea, and is leaving big puddles all over the house. What advice could I give him — he needs help bad?

Randy Nimrod
Derby, Kansas

Tell him to sell it to Pat Smith.

CRASS SUSPICIONS

I couldn't help but notice the pic of Brad and his Kawasaki on page 60 of the January issue. Now, I can understand Ake's affinity for having Maico forks on his Yamaha — they're neat. But you don't suppose Kawasaki thought they'd get cute and borrow (steal?) a little from Yamaha in return, do you? I can also see where Brad might prefer Ceriani forks (or at least the triple clamps), and a Hallman tank — they're bona fide accessories. But Yamaha Thermal-Flow shocks?? This is getting out of hand, guys! I sure hope this ain't for real, 'cause if it starts showing up on the showroom floor, it'll downright stink of a price-fixing conspiracy. What's the straight poop?

Frank Highland
Joliet, Illinois

The straight poop is that most of the factory teams are experimenting with reservoir-type shocks, most of them tack-ons to the trick aluminum Konis. Nobody, including Yamaha, is using stock Thermal-Flows. *

If you get off on motocross, you'll get off on. . .

by the editors of MOTOCROSS ACTION

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BAZZER'S BOX

Continued from page 9

win wants to promote the Superbowl of Kiddycross at the San Diego Children's Zoo this spring. Gavin Trippe told me 300,000 people showed up for the Gerber Grand Prix at Disneyland.

MXA: What advice would you give a little toddler trying to get into motocross.

BB: Well, the first thing you have to do is learn how to talk. I mean, you just can't crawl up to a big-time factory racing manager and say "Goo goo." You've got to show some class.

MXA: How about riding?

BB: Oh, yeah. You have to practice all the time. I don't mean just pedaling up and down the sidewalk with the other kids. You've got to get into it. I ride twice a week at the sand pit.

MXA: How about rest and exercise?

BB: Oh I get about 12 or 14 hours of sleep a day. That includes a nap in the afternoon. I work out twice a week on the Bounce-a-Looey and play patty-cake 'til I work up a sweat.

MXA: What do you eat?

BB: Nothing special: strained prunes, Pablum, jelly on toast, stuff like that. Sometimes I eat a little dirt when I'm playing in the back yard. I hate mashed beets. But the trick for lasting those long 40-minute motos is to get your mommy to mix Whoop-De-Chews in your tapioca ripple.

MXA: What do you do when you're not riding?

BB: Oh, the usual baby things. I like to drag out the pots and pans, get lost once in a while, flush the toilet, push my musical lawn mower around, stuff like that.

MXA: Do you still mess your pants?

BB: Yeah, sometimes, but I don't like to talk about it.

MXA: Well, Billy, that's about it. Is there anything else you want to say?

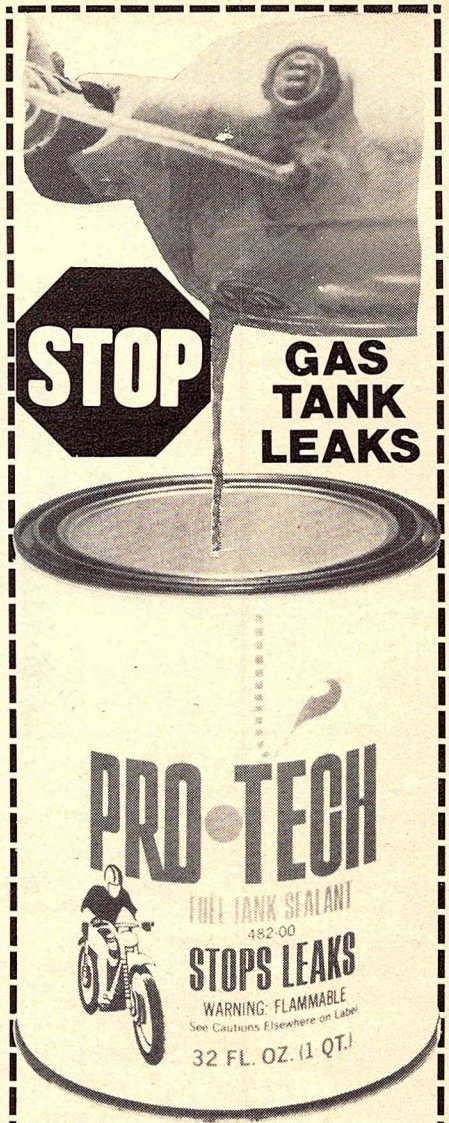
BB: Yeah, I can't wait 'til I'm seven.

MXA: Why seven?

BB: 'Cause that's when my Daddy said he'd buy me a Stingray!

* * *

When Rodney Allen Rippy is a burned-out has-been selling pencils on Times Square, Billy Barkfeather will probably be negotiating a five-year contract with Mattel and doing wheelies down Sesame Street. *



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WRENCH WRACING

HONDA-SUZUKI SWINGARM SWAP

I am a sad owner of a TM125. My problem was getting blown in the weeds by them beautiful Honda 125s. But, I may have solved the problem: suspension. I tried one of those beautiful Honda swingarms and WOW they worked beautiful. Look out, Hondas. You should use the Suzuki bearings because they are better than the Honda's.

Jeff Baker, Snoozy Rider
Muskegon, Michigan

Sounds bitchin'. What does WOW mean?

XL250 FOR MX

I wish to make my Honda XL250 competitive in its class for motocross. I would appreciate it greatly if you could give me some advice on modifications to increase the power enough to keep up with those two-strokers. I haven't done any real racing yet, but would like to get into it soon.

Pat Holt
San Antonio, Texas

Like any four-stroke, power comes from trick cams, magic pistons, funny valves and radical heads; not to mention interesting intakes and exotic exhausts. You can get a real slick stage tuning brochure, complete with staggering prices, from Long Beach Honda, 5105 Atlantic Blvd., Long Beach, California 90806.

HONDA BLINKINPISTON

My problem of which I hope you will help me is as follows: I bought two months ago a Honda Elsinore and am delighted of its presentation and handling. For six weeks the machine went marvelous and I had no problems and was happy. But then suddenly the piston collar (skirt) broke during a slow warm-up. I had the thing repaired and after two weeks again the piston collar broke at the same place, towards the carburetor. Again the importer repaired it and had to bore the cylinder so that I have now an oversized piston. I was instructed that every ten hours I must change the piston. I just can't believe such things. I use the bike not for professional races but do some local races. It is used mostly for fitness training and to rush around a little bit. How must this bike be serviced and treated that a piston lasts longer than just ten hours?

D. Hausamann
Korneuburg, Austria

Aüstria? Hey, man. That's pretty far out. The problem with your Elsinore may be with the octane rating of the gasoline you're using. Check to see if the gasoline you are using is of at least 91 octane or higher. Gasoline with a lower octane number will cause detonation and weaken or break the piston. If you wouldn't mind a slight power loss, you can use a Honda MT250 piston which is a little stronger and will give you better power for trail riding.

CHEAP OIL, COSTLY CARB, BLOWN SHOCKS

I use a name brand fork oil but at $1.50 a pint, it gets kind of expensive. Would a non-detergent motor oil work just as well? A lot of people around here use the diaphragm or pumper carb. Would this work better on my 400 Husky than the Bing? Would moving my shocks forward on the swingarm like the Maico's be an asset for my Husky?

Dennis E. Kelley
St. Joseph, Missouri

"Name Brand," eh? Maybe you ought to try some "Brand X." Fork oil is specially made so it won't foam up during use, which blows your damping. Motor oil will foam and make your forks work weird. Stick with the fork oil. The good thing about a pumper is that it will keep metering smoothly while the bike is jumping all over the place. It will give your Husky fantastic low end response, but unless you get something around 44 millimeters, it won't flow on top like the Bing. The factory Huskys, trickest bikes in the world, all have Bings. See last month's MXA for a rap on swingarms.

NO LIMIT BLACK BOX

A while back I heard if you put a 250 Suzuki black box on a TM125, the motor would rev way past the stock 10,000 rpm rev limit. If you were to do this, would you have to put in something like a Teflon piston to withstand the friction?

Edwin Thompson
Metirie, Louisiana

Yeah, we heard that, too. If you try this little trick, sticking a piston would be the least of your worries, although using a Teflon piston, such as the Rand one, would be a good idea. The first thing you should do, however, is try to get some stronger connecting rod bearings, as the stock ones may not be up to a missed shift.

HUSKY 125 CARB SWAP

I have heard that Huskys run better with the Mikuni carb conversion kit. Since I am very interested in buying a Husqvarna 125CR in the future, I was wondering if this was true? How much would this kit cost? If I decided to keep the Bing carb, what size jets do you suggest I put in to make it run at maximum efficiency for motocross?

Bill Ryden
Northglenn, Colorado

Six of one, half-a-dozen of another. The Mikuni works smooth

and steady at all ranges, while the Bing really screams on top. You can get a 32mm Mikuni conversion from Valerian's Two Cycle City, 10673 West Pico, Los Angeles, 90064 for a measly $62.95 plus whatever. Because of the altitude of Northglenn, Colorado, it would be hard to estimate your jetting. Read Carl Shipman's article "Performance Tuning" in the August, 1973 issue of MXA.

WOW, A 125 MAICO

I've got a 1972 125 Maico and I need help. The bike is in perfect shape, but what can I do to get some more power out of it? Is it possible for it to stay up with an Elsinore or a YZ 125? Are footpegs and maybe rims all that needs to be changed other than the engine?

Frank Stoffregen
Cape Girardeau, Missouri

In stock form, the 125 Maico is a bullet that should be able to keep up with anything. However, if you want that firecracker snap to get you out front, you might want to try a 32mm Bing, mill .060 off the head, and make the exhaust port a millimeter wider and higher. For starters on the rotary valve, you can cut a millimeter off the leading edge and experiment from there. These modifications will make your bike go fast, but not for long. You'll have to completely tear down the machine at least once a month just to keep it going. Trick pegs and rims are a good idea on any Maico.

CZ ENDUROCROSSER

I can get a real good deal on a box stock CZ 175 Enduro only a year old for $250 off retail. If I trick it enough with Konis, a Mikuni or reed valve or something like that, and cut down the weight to about 205 or 210 pounds, can I then get a really boss motocrosser?

Dale Travis
Bayfield, Colorado

No.

MIXTURES AND JETS FOR THE HONDAS

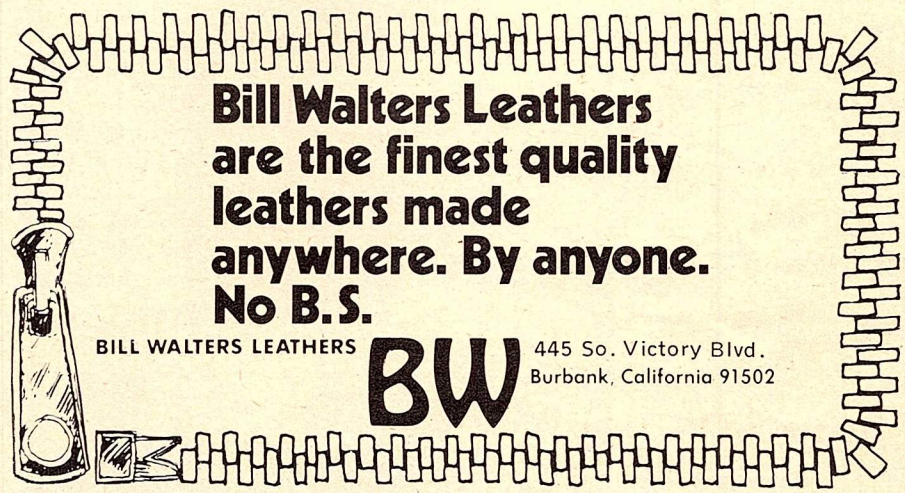
I just got a Honda CR125, and after breaking it in and running it for a while, I checked the plug and found it was running too rich. Should I keep mixing at 20:1 and switch jets or should I mix it leaner?

Neal Jansing
Norman, Oklahoma

I have a CR250 Honda Elsinore. I have heard I can mix my gas and oil 32:1. Is this true? My dealer says that I should use SAE 30-weight oil. My owner's manual says I should use 40-weight. I have also heard that I should use Castrol R40 racing oil for best results. I can't get R40 up here. What should I do? The exhaust systems look different on Gary Jones' and Marty Tripes' Hondas. What kind of pipes do they use?

Jim Boe
Billings, Montana

OK, guys, Honda officially recommends a 20:1 mixing ratio for both the 250 and the 125. If your plug reading shows the mixture is too rich, then you should adjust the jetting on your carburetor. Don't change the mixing ratio. In warmer climates, SAE 50-weight oil should be used in the pre-mix. When it's cold (when everybody stands around the pits saying, "Boy, it sure is cold".) switch to 40-weight. Bean oil, such as Castrol R, is best for racing; but if you can't get it, don't use it. Synthetic oils are best to use in areas where you can't always get what you want, because they'll mix with just about anything. Bean oil only mixes with bean oil. The Honda factory bikes use a special exhaust system built by Honda. *



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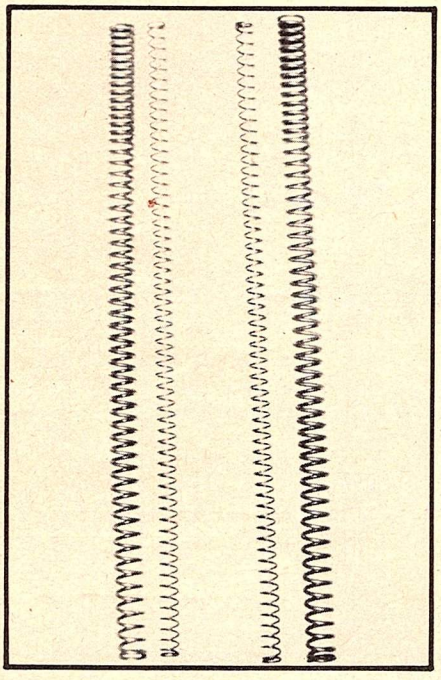
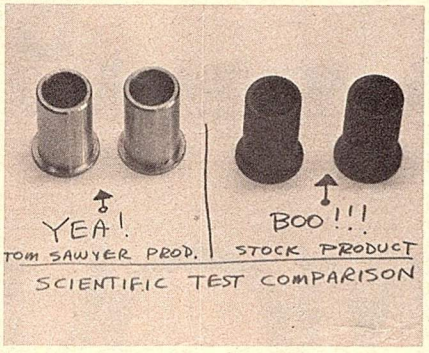


CZ STUFF

Those skinny things up there are real, live, bona fide, gen-u-ine, imported GP fork springs for CZ-type motocrossers. How do we know that? Simple; the press release that came with the picture says so. These springs are supposed to be copies of those used on the factory works bikes, and are said to eliminate front end sag and give up to two inches more travel—the Living Bra of MX, you might say. The distributor says they're the best thing ever to happen to a CZ front end, but we don't know if he's considering Jiri Stodulka when he says that. Get less sag and more travel from Triumph-Suzuki (yep, that's what it says) Motors, Dept. MXA, 1090 East Holt Ave., Pomona, California 91766.

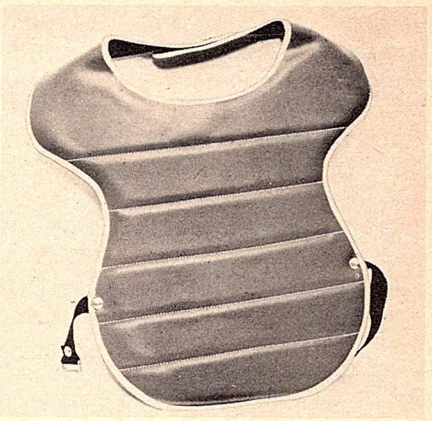
HERO WORSHIP, CARRIED TO ITS LOGICAL EXTREMES, RESULTS IN MADNESS

Progressive Products announces another addition to their line of motocross goodies. Now you can drink your favorite drinkable out of one of these genuine Roger DeCoster drinking glasses. Each glass features Roger's picture and autograph, and a list of the previous 20 years of 500cc motocross World Champions. The 17-ounce glasses are priced at a mere $5.95 for a set of six. Available in most motocross-oriented shops, or write to Progressive Products, Dept. MXA, P.O. Box 1051, La Mesa, California 92041. As mentioned in Dirt, and guaranteed not to seize.



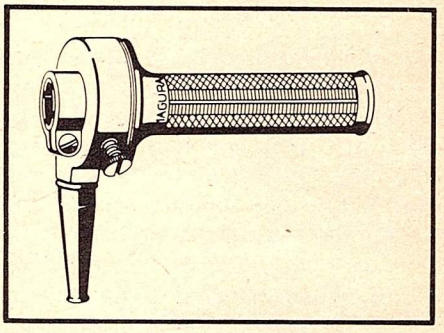
CR 125 TRICKERY

The CR 125 may be the trickest of the trick, but it's got bad swingarm bushings. Yep, and that can be a bummer. All the good shocks and light weight in the world ain't gonna help when your CR is shaking its swingarm like a Chihuahua in heat. What ya need are a set of these specially manufactured bronze bushings from Tom Sawyer Honda. They price for a reasonable $11.95 (plus 6 percent if you're a Californian), and are available from Tom Sawyer Honda, Dept. MXA, 26062 Bouquet Canyon Road, Saugus, California 91350. We strongly advise that you get some.



DO YA LIKE ROCKS A LOT?

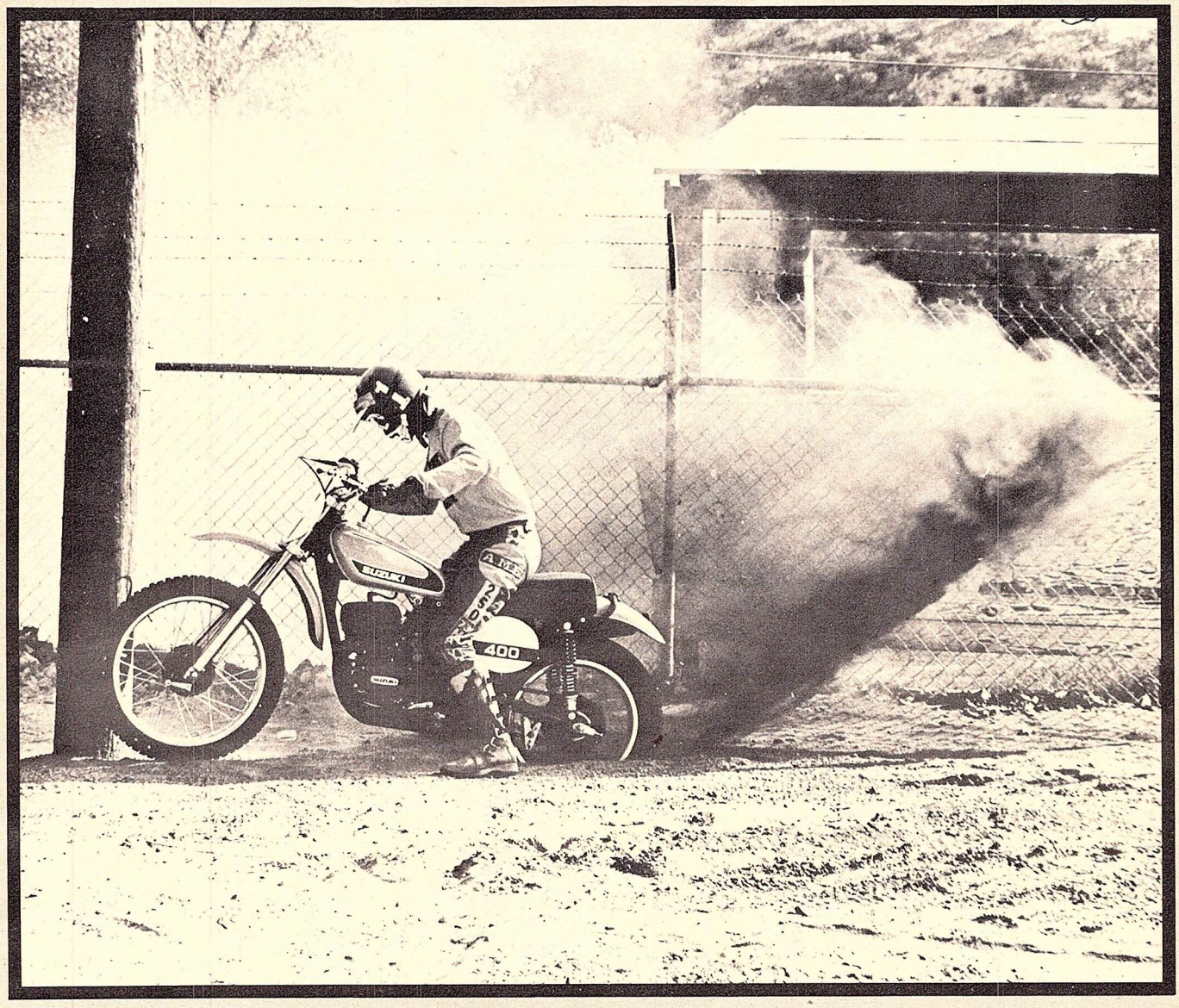
If not, you might want to consider picking up on one of these European-style motocross chest protectors from CC Products. Only $14.95. Contact CC Products, Dept. MXA, P.O. Box 96, Rialto, California 92376.



QUICK, THROTTLE

The fun folks at Suzuki Fun Center are announcing the availability, by same-day mail service, of these trick Magura quick throttles. The new, larger diameter throttle significantly shortens the turning arc required to open even the largest carburetors, which means less twist, more quick. The popular quick-change cable feature, a Magura trademark, is retained. This new aluminum quick-throttle weighs 30-percent less than the old zinc model, and its protective cover keeps out the nasties. A 90-degree twist results in a throw of 1.4 inches for you measurement freaks. It's priced at $9.95. On the other hand, the fiberglass-strengthened "Makrolon" quick-throttle unit (specially designed for motocross) weighs 33-percent less than the other and gives you a throw of 1.4 inches with an 80-degree twist. How 'bout that, and for only $5.95, too. Order one or both from Suzuki Fun Center, Dept. MXA, 515 N. Victory Blvd., Burbank, California 91502. *

Just spinning your wheels?



READ MOTOCROSS ACTION magazine

This guy read somewhere that the secret of motocross was getting "power to the ground." Well, here he is. Whoopie.

At MOTOCROSS ACTION we don't deal in cliches. We won't just tell you to get the "power to the ground" or that "motocross is won in the turns." We tell you how. And on what. And — when it's interesting — who does it. If you want to know what it takes to win at motocross, you should be reading MOTOCROSS ACTION. And if you don't want to waste valuable wrenching and riding time waiting around at the local supermart for the next issue to come in, think about subscribing. After all. It's a hell of a thing to have to explain to your tootsie that you DNF'ed because your mom made you take out the trash, when you should have been waiting down at the Seven-Eleven for the next issue.

MX2-5

MOTOCROSS ACTION Magazine

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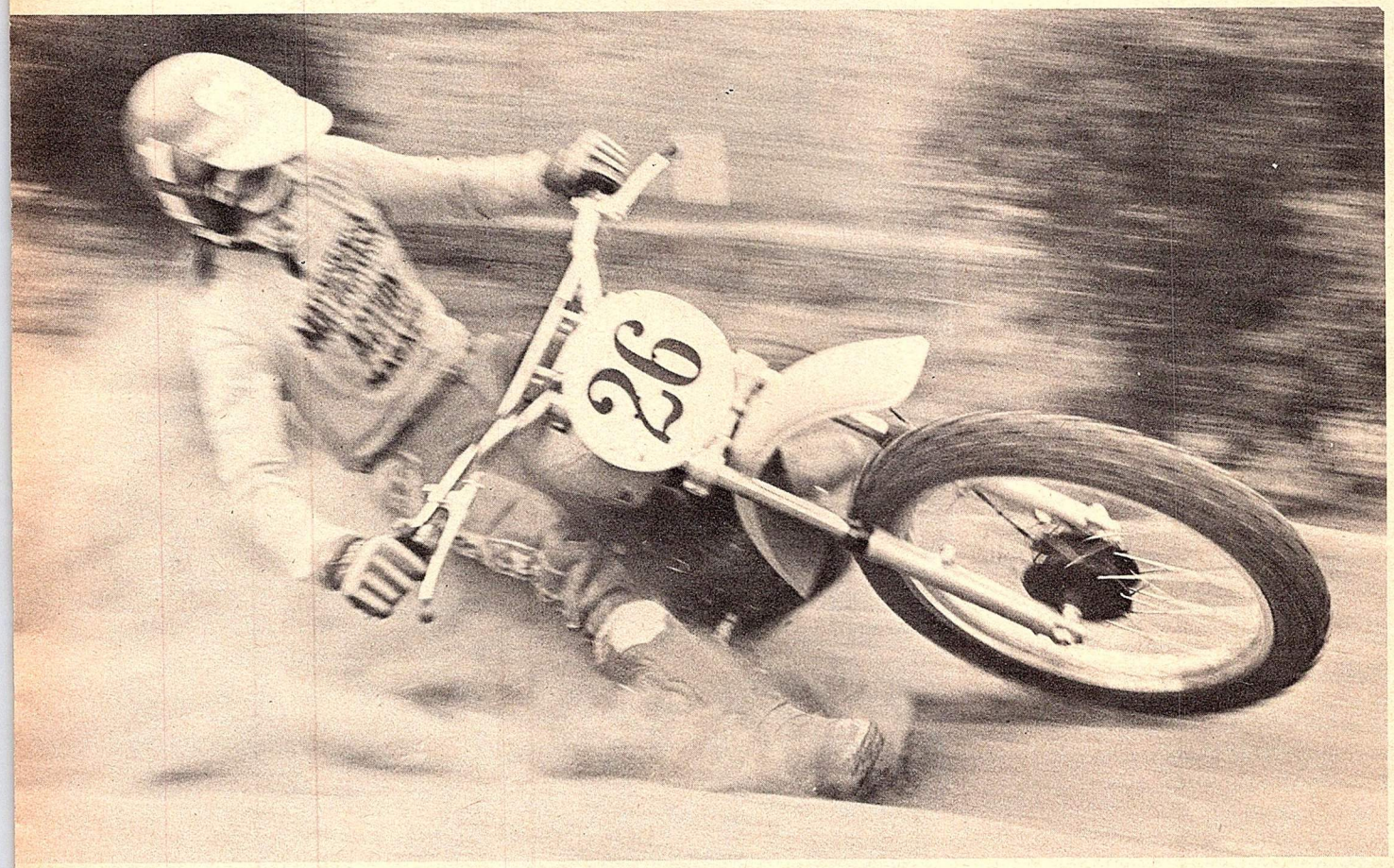
RACE TEST

SUZUKI TM125 CHALLENGER

DON'T LET THE PRICE TAG FOOL YOU, OR THE YZs AND ELSINORES SPOOK YOU. THIS BIKE IS A WINNER.

You take the top line coming into a tight right-hander, up on the edge of the berm. Earlier in the race, this turn was dealt with deep in, near the hay. But now that inside line is chopped up. Its coarse, brown sand yielding to the insistent forces created by machines colliding with nature, forming huge, ankle-grabbing whoops. This higher line is no picnic; it has its share of troubles, but you can really get on the gas coming out and pull traction through two gears before the next turn. You hold it wide open all the way around, keeping the front wheel low and heavy, and letting the rear wheel walk the edge to get that good action off the side knobs. Exiting, you catch another gear and pick up the front, sliding your weight back over the shocks. BOO-WHAAA-WHAA-AAA-AAAAA across the whoops, finding another gear along the way just before hooking in the brakes. Seesawing into the funnelling berm, you relax a little, letting the bike rock under you. (That YZ is still in front, but it's just a matter of time.) WHAM! LEFT! HIT IT! You fire down the chute, full gas.

Brr-AAAAAAAAH! The Challenger hooks up.



You can do things with the TM125 you wouldn't normally do with a "low priced" racer.

The bike stays under control, so you can concentrate on other things.

Brake again, right turn. Shift down, gas it, off, gas, brake, gas, bounce, gas, brake. You sweep around a wide off-camber. The long downhill. Startle centers ignite. AAAAAA-AAAAAAAAAAAAAAAAAAAH all the way down. There's the YZ! Bad line. ZZZZZZAAAP! Got 'im. Brake. Two shifts. You take a big toke off the throttle and slide it into the berm, throwing up a great wave of black, loamy dirt. Bitchin'. Up the embankment. Way up in the air. Cross it up. Outta SIGHT! Touch down on the gas. To the left, BIG slide. Coming out, the back wheel snags a hole and whips to the right four feet. You swivel to catch it. It snaps back to the left, you twist with it. The wheel hits a rock and the bike does a six o'clock, straight up and down. Steering only with your chin and armpit, you manage to survive a long series of linked recoveries in good enough shape to enter the next turn with both feet on the pegs. Your mind rejoins its track.

That's what the new Suzuki TM125 Challenger (rraaah) is like

Continued

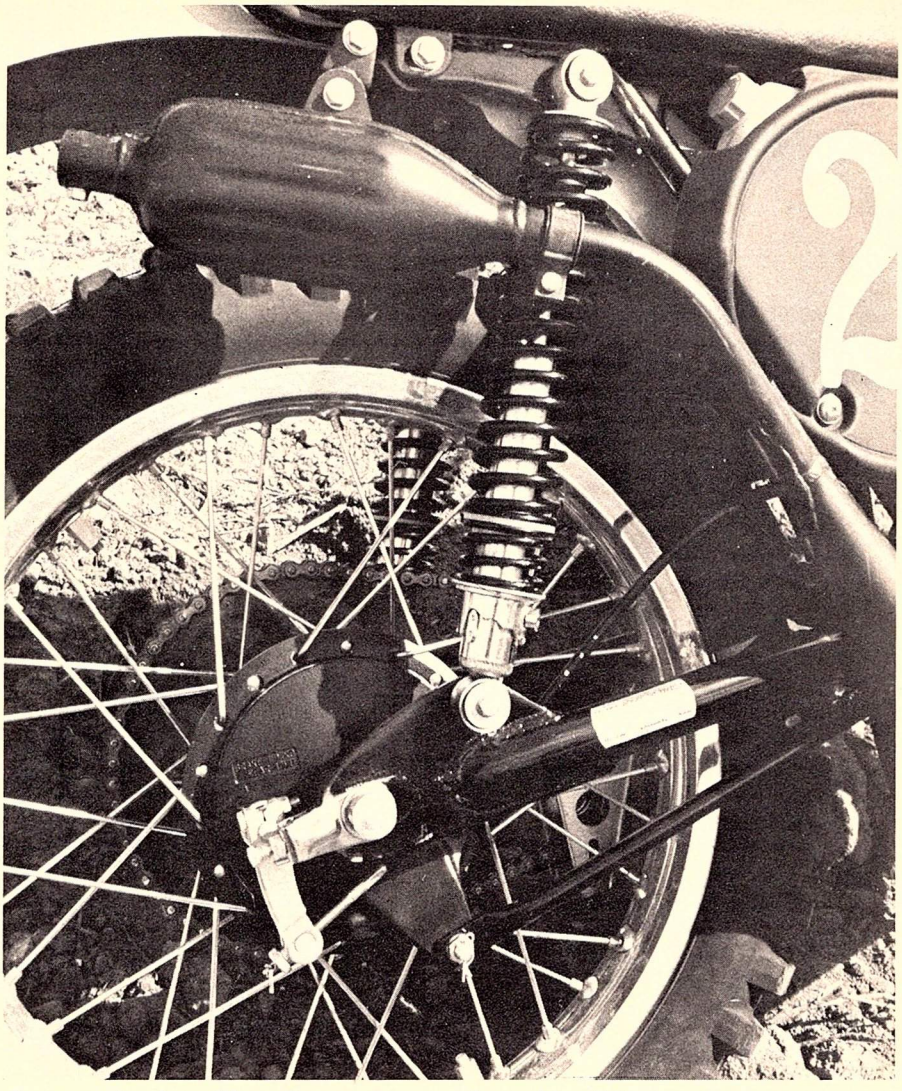
to ride. Except for one little handling flaw, which we'll talk about later, this snazzy little pooper's got everything you'd want in a motocrosser. It's fast, with a real neat powerband (radical). It's light; only about 190 pounds at the gate. It's got good shocks and *really* good forks, handles great and seems unbreakable. This bike, in stock trim, is competitive anywhere. Can you imagine?

Suzuki used the same technology that produced the TM250 Champion and TM400 Cyclone, and created this jewel, this diamond in the rough, a rose 'twixt two thorns, my Aunt Baboomba's stickpin . . . an outstanding one-hundred-twenty-five-cee-cee motocross motorcycle. The mind, it boggles.

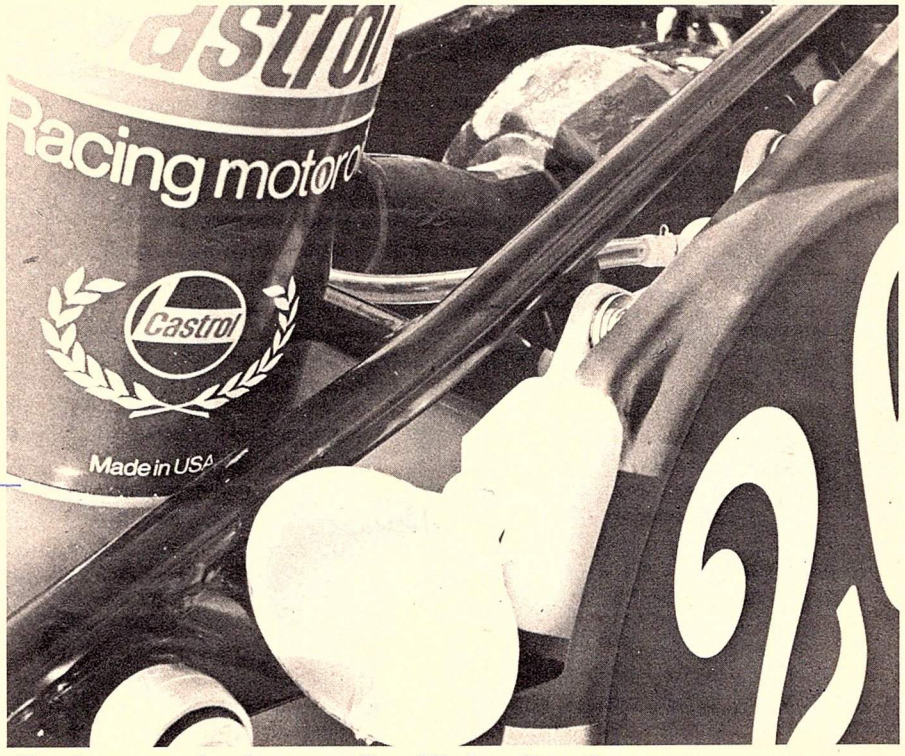
But instead of standing around gaping in awe, let's get down to finding out about the bike. First off, we compared it with last year's TM125. (At this point, we'd like to put some thank-yous on Paulette from Santa Barbara, who let us perform bizarre and unusual acts upon her '73 Suzook. Thank you, Paulette, you fox.) New paint job, natch. But that was about it. After a while you learn not to expect any radically sweeping changes from the big factories. They just introduce new models to take your mind off the old models. But Suzuki did make one or two little changes: they made the shocks one inch longer, used softer springs and changed the fork damping. EUREKA! It worked.

Remember our test of last year's bike? (August 1973 MXA) We liked it just fine, except for a tendency of the front end to move around a bit. You couldn't really hold a tight line with the '73 model. But with the new shocks being longer and the forks different, the front end sets up nice and really tracks over all kinds of horrible dirt. Full gas in the whoops, too. If *you* get it right, the bike will get it right. In other words, the handling of the TM125 has graduated from the shadowy limbo of "all right," to the veiled proximity of "precise."

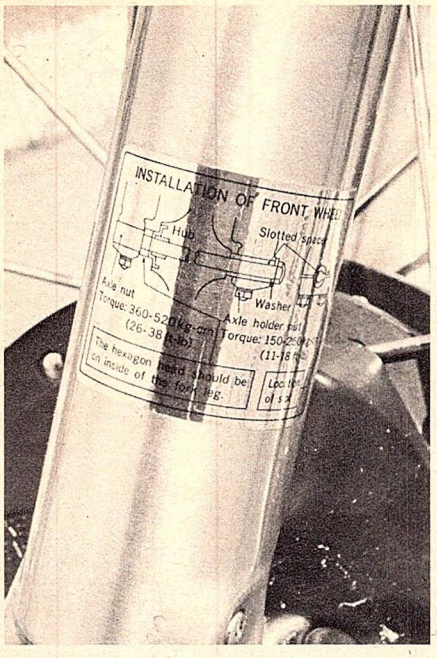
Say, does this mean that all you owners of '73 TM125s have to do to update your bikes is to put on longer shocks? Just about, if, like most people, you've installed a fork kit. We tried it and it worked just fine. Made Paulette's bike handle just like ours. Before you run out and



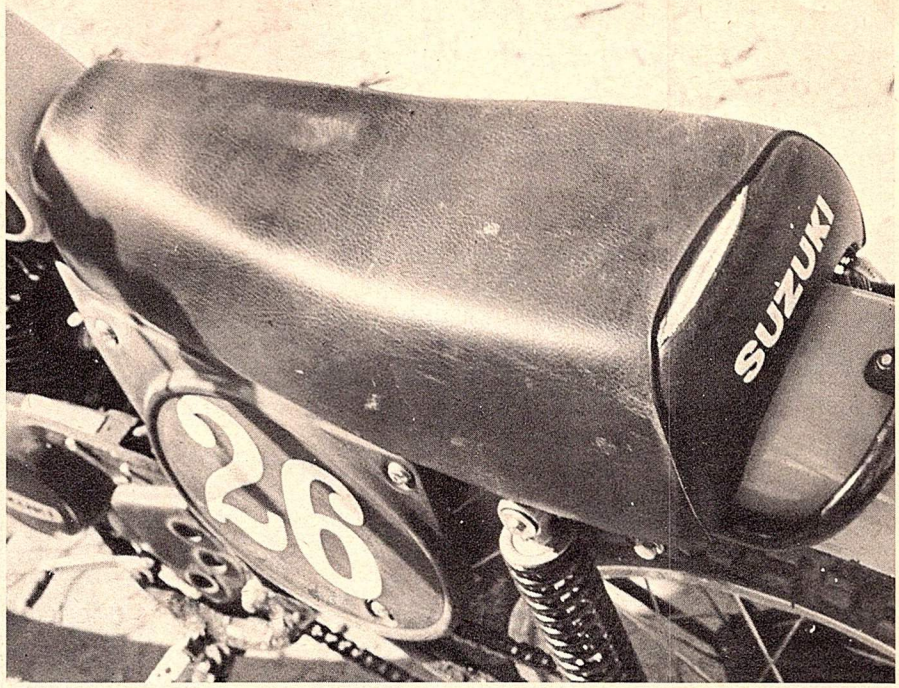
Longer shocks with softer springs make a big difference.



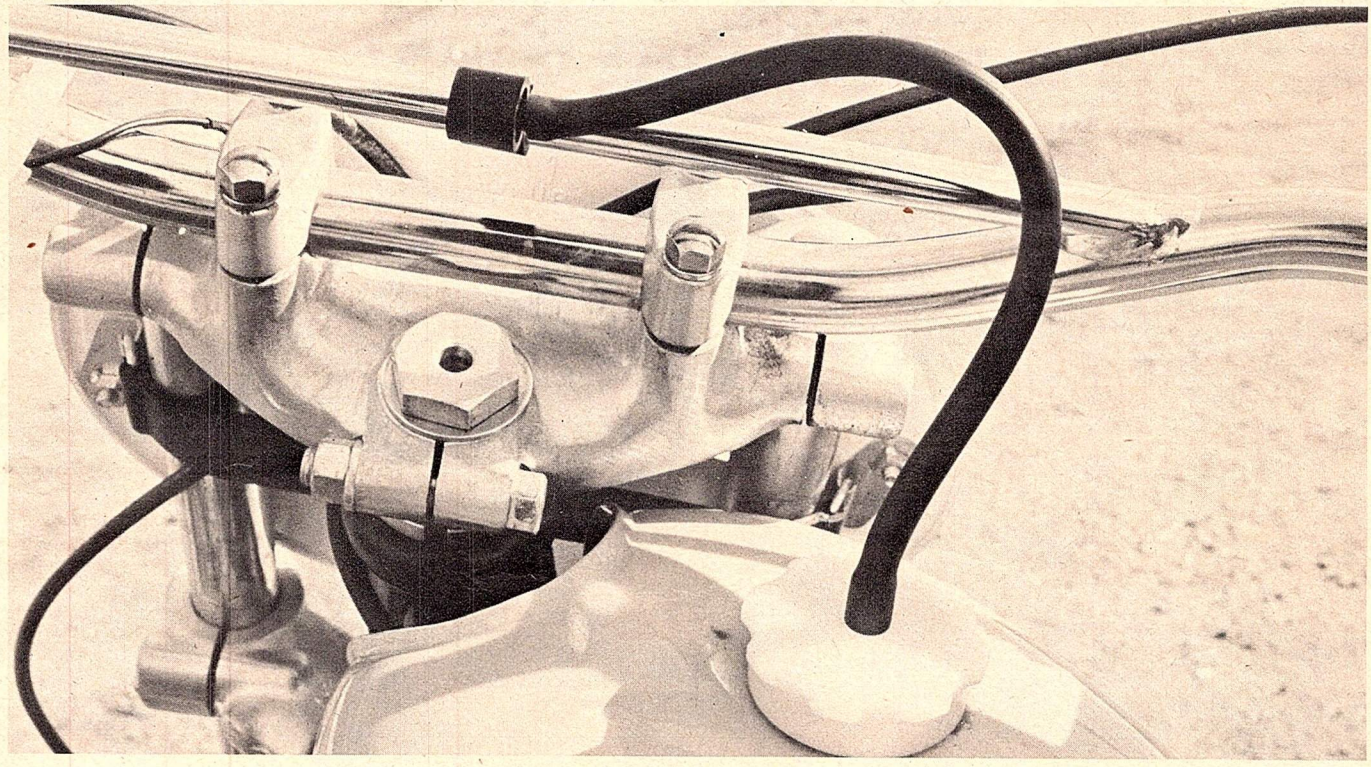
You have to take the seat off to fill the oil tank.



Little stickie on the fork leg tells you how to put the front wheel together.



Oh-oh, look at this.



Roger DeCoster and Joel Robert have one of these tricky items on their bikes.

get Suzuki back ordered on shocks for the next year, though, let us point out that the stock shocks lost most of their return damping after about 15 minutes of racing. However, if you know where you can pick up a good pair of 13½-inch Konis. . . . You don't even need new springs. The stockers worked great for our 160-pound "Mr. Average" test rider.

One thing to watch: When you're crossing up, either in the air or on the ground, remember that the wheelbase is only 52½ inches short. If you don't stay close to the bike, it'll spin like a merry-go-round.

THINGS IN THE MOTOR

Once the carb is jetted properly and the correct spark plug is installed, the little motor churns out a powerband just like the factory machines—only not as much. Not even enough, really. It's got the right *kind* of power, it just needs more. Out of the crate, the TM125 is equipped with an NGK B-10EN, a 30 pilot jet, needle in the middle clip and a 120 main jet. Our test bike was hard to start, loaded up and detonated on top. We trashed the frigid B-10EN for a friendlier B-9EV platinum, went to a 35 pilot, left the needle alone and bumped the main jet up to a 125. Aaaaaaahh. Perfec-

Continued

Direction changes in the sand were quick, to say the least.

tion, for Southern California, at least.

Making good power is E-Z. Making more is the hard part; unless, that is, you are among the, shall we say, financially resplendent? If this be the case, you can walk up to any dealer who knows what a berm is, and he will lead you through a supermarket of expensive goodies that will bring tears to your eyes and many horsepower to your TM125.

'Nother thing about the motor. As you all know, or *should* know, any two-stroke engine suffers some degree of power loss as the motor heats up, some more so than others. Every time we rode the TM125 we experienced a very noticeable power drop after a lot of heavy gassing. (By heavy gassing we mean *heavy* gassing, like flat out all the time.) It's nothing alarming, but you can feel it. We're working on the problem and we should come up with something by next issue.

Continued on page 58

Watch out for end swaps.

SUZUKI TM125 CHALLENGER

SUGGESTED *RETAIL PRICE:* *$720*
ENGINE TYPE, INDUCTION: Two-stroke, piston-port
ACTUAL DISPLACEMENT: 123cc
BORE AND STROKE: 56mm x 50mm
COMPRESSION RATIO: 7.5:1 corrected
CARBURETOR: VM26SC Mikuni
CLAIMED HORSEPOWER/RPM: 17.5 @ 10,000
PRIMARY DRIVE: Gear
GEARBOX/SHIFTING: Five-speed, left side
GEARBOX RATIOS: 1) 2.14, 2) 1.59, 3) 1.25, 4) 1.05, 5) 0.91
AIR FILTER: Foam
ELECTRICAL: PEI Electronic ignition
LUBRICATION: CCI oil injection
FUEL CAPACITY: 1.3 gallons
SUSPENSION: Suzuki forks and shocks
TIRES/RIMS
front 3.00x21/flat alloy
rear: 3.50x18/flat alloy
WHEELBASE: 52.6 inches
SEAT HEIGHT: 32 inches
WEIGHT
actual: 190 pounds
claimed: 189 pounds
front wheel: 45 percent
rear wheel: 55 percent
STARTING: Primary kick
COUNTRY OF MANUFACTURE: Japan
DISTRIBUTOR:
U.S. Suzuki Motor Corp.
Freeway Dr.
Santa Fe Springs, California 90670
COST OF REPLACEMENT PISTON, RINGS: $9.28, $3.80

26

PERSONALITY

Note—It used to be that my heroes were guys like Charlie Vincent and his brother Glen, Joe Bolger, Bren Moran and Don Gore. On Saturday I'd go down to the sand pit and watch them ride their red tank CZs, trick Ossas and mighty Triumph twins. Occasionally Gunnar Lindstrom would show up on his Husky and blow our minds with 180-degree rear wheel snap turns. They were older guys, in their mid-twenties, free of their families, doing anything they wanted. Watching them ride was like viewing an old cowboy movie, their hard driving, beer guzzling, two-fisted style reminiscent of an Indian attack on a wagon train. But they sure went fast.

Now, my hero worship has taken a full turn. The men who were the images of what I had hoped to become are now the kids who represent what I wish I had been. They're young, late teens and early twenties, some still living with their folks or even going to school. They ride their Hondas like skateboards with a skillful grace acquired from growing up in the motocross generation. On top of the heap is Rich Eierstedt, 19, from Norwalk, California. Riding with poise and confidence uncommon for his age, Rich smoked all comers to win the Trans-AMA 250 National series last fall on his factory Honda. I spent a couple of weeks with Rich, just before the Forida series, trying to find out what makes him different, what makes him a winner. *Continued*

RICH EIERSTEDT

"the secret to going fast is all in your mind."

BY PAUL BOUDREAU

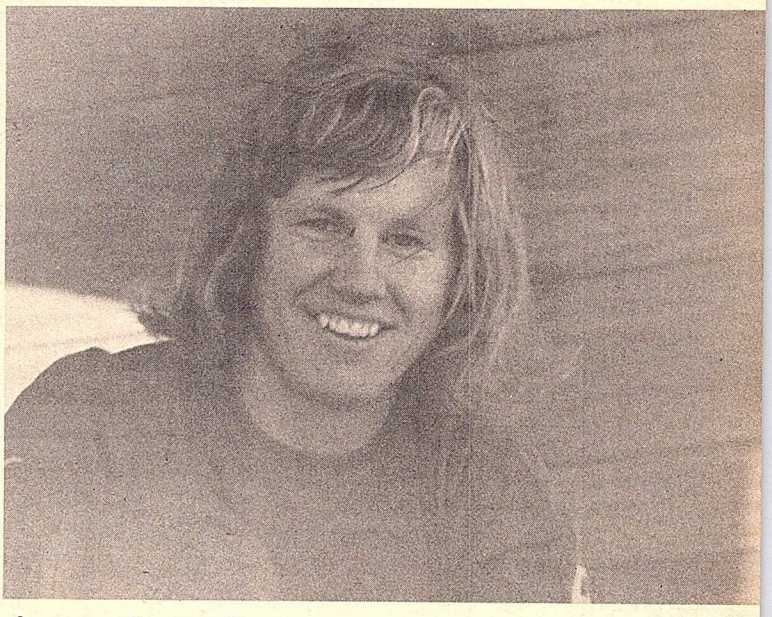
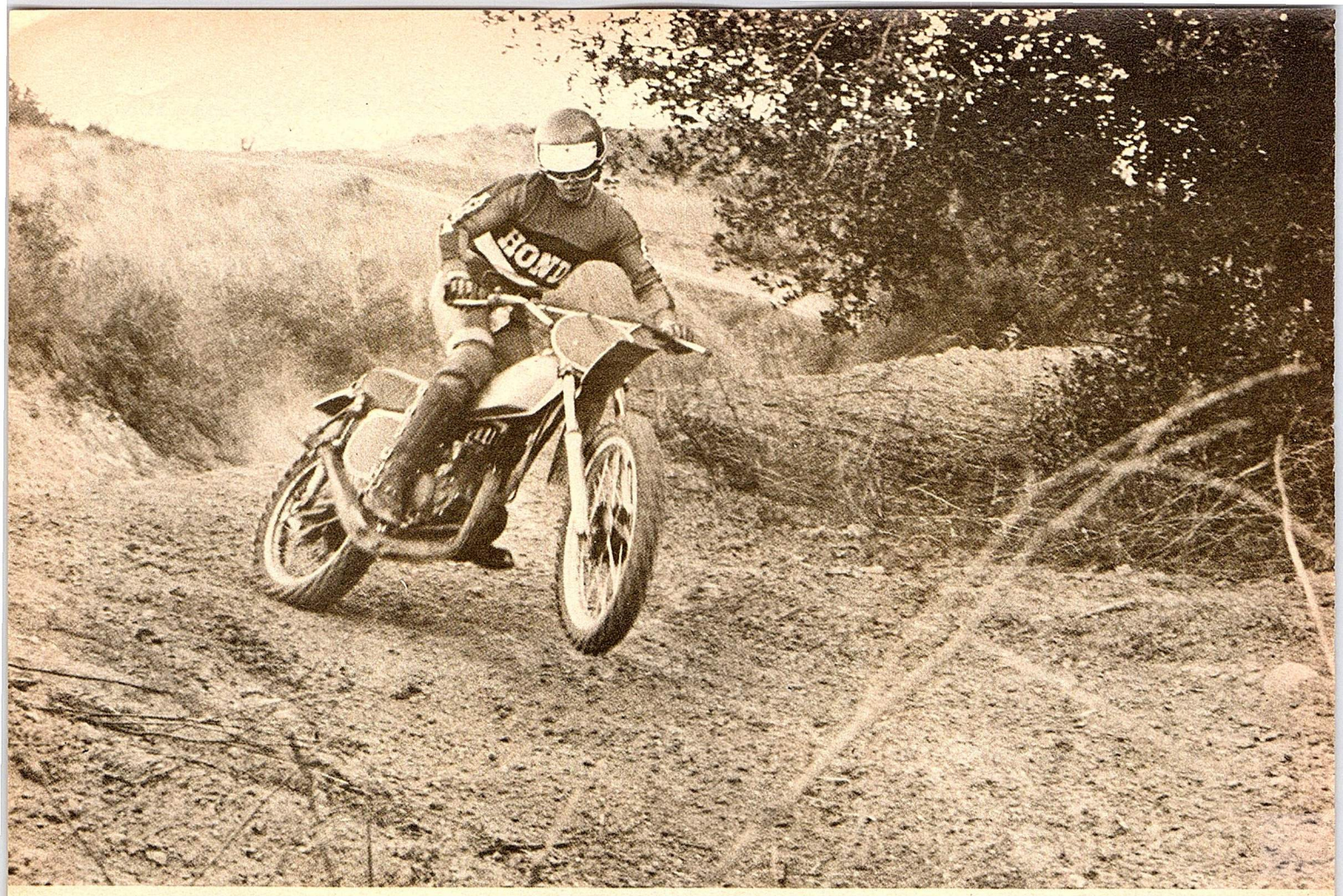


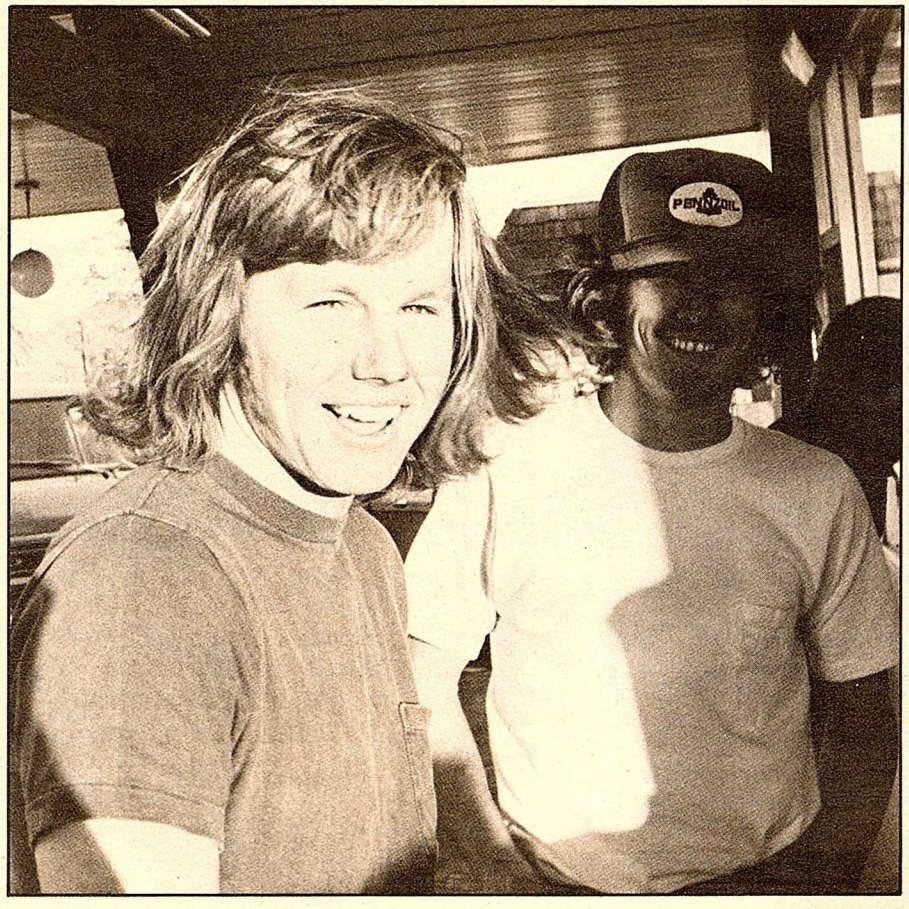
photo by Gaylon Mosier



"Nothing, really. I'm no different from anybody else. Look, I can't even shoot pool (we were shooting pool). You're blowing my doors off. Last night I was playing a little pong with my girl's kid brother and he beat me. Then Lisa beat me at pool. 'Y'see? All I know how to do is ride motorcycles."

Indeed. And why not? Rich comes from a motorcycle riding family. As soon as his legs were long enough to reach his feet, Rich was on a bike joining his Mom and Dad and younger brother on weekend camping trips to the desert. He got pretty good on his Honda SL and it wasn't long before friends talked him into trying a race at Riverside.

"It was a disaster. I crashed all over the place. I really wanted to race, but I was so afraid I'd lose. I really hate to lose. My first *real* race was at Saddleback. I had one of Jim Wilson's old Greeves, then. Some girl bought it for me, believe it or not. I think I was 15 or so. It was really neat. Everybody in the race had really trick bikes and they were wearing leathers and boots and stuff, and all I had was a T-shirt and Levi's. But my Greeves smoked ev-



With his buddy Gaylon Mosier, Rich orders a taco.

erybody. It sure was the rocketship motorcycle."

He started getting heavy into racing right after that first win, but even with a small shop his dad had out in the back yard, keeping that old Greeves alive was a chore. With money he was making from a job, he bought a Bultaco, raced it in a CMC Penton series, won the Penton and sold it to pay for the Bultaco.

"So I broke even. But it was boss, you know? Better'n losing money. But then Warren Burrell from American Motocross offered me a ride on a Maico. I guess he talked to Frank Cooper about me and got me the ride. Warren really helped me out a lot. He had Gaylon (Mosier) and Rex Staten and Mike Cram on the team, too, and it was hard maintaining all the bikes, but he did.

"My first race on the Maico I beat Tripes. I couldn't believe that. Let's see, he fell twice and I fell once. We were both falling constantly. But I won and Warren was real happy about that."

From there on it was just a question of getting his name around. Rich found out American Honda was looking for some more riders so, taking a tip from his Mom, he sent Honda team manager John Blum a resume, an idea which probably never crossed the minds of most riders looking for a ride. It must've worked because a few months later Rich got his first Honda ride at the U.S. Grand Prix at Carlsbad.

"I lucked out that weekend because Marty (Tripes) cracked his ankle in Texas so there was an extra works bike for me to ride. When I went out for practice it was the first time I rode the bike and the power was unreal. I brought it back in the pits and told them, 'Hey, you gave me the 450 by mistake.' But they said it was the 250 and then I realized, like this bike was *fast.* Everything went wrong in the race. Me and Zahrt locked bars a few times and I fell a lot. I ended up with a fourth."

After that, Rich hit the road with Team Honda, scoring some top ten finishes in the Inter-AMA and National Championship events. At first the 45-minute motos really did a number on his bod, to the extent that he actually passed out at the Lake Whitney National, coming over a jump, no less.

But once he got the hang of Na-

Continued on page 30

HONDA

OPPOSITE PAGE:
Gaylon (left) and Rich play with their fun bikes.

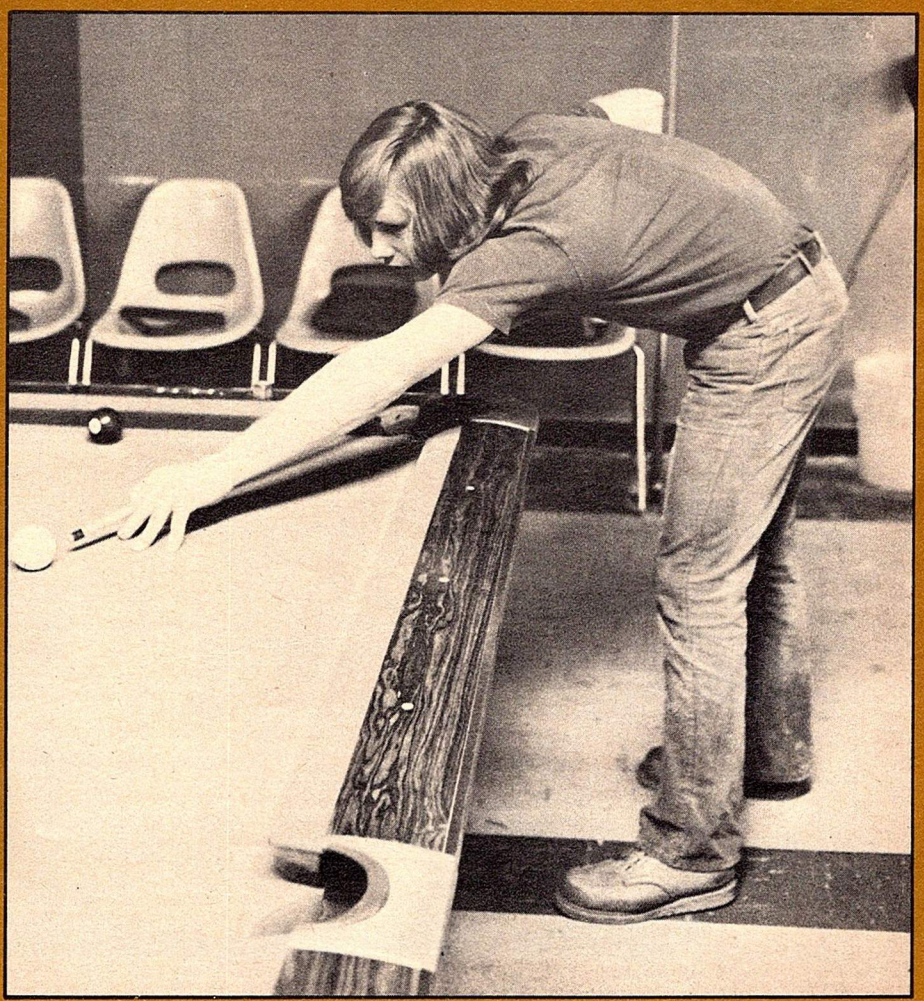
Roy Turner, Rich's mechanic, waits in line for tech inspection. He lives with the bike.

"Golly, I got my picture on the cover of MOTOCROSS ACTION!"

tional competition, there was little anyone could do when Rich decided it was time to win. While teammates Gary Chaplin and Marty Tripes contested the Open Class in the Trans-AMA, Rich systematically dismantled the National Class on Honda's single 250 entry. Not to be overlooked was the fact that Rich's bike performed flawlessly throughout the series.

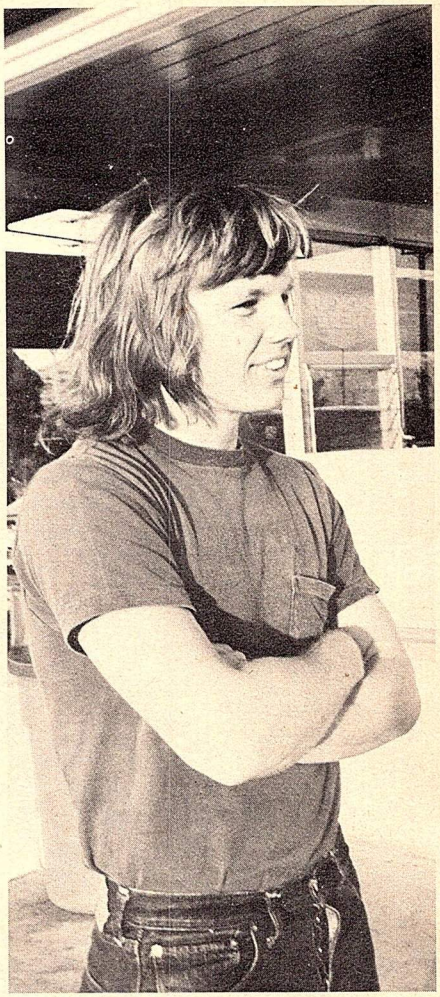
"It's Roy Turner, my mechanic. He makes that bike work so fine and it never breaks, never. Like, after every race he goes through the whole bike. On Monday he'll just go nuts, cleaning the bike and tearing it all apart. Then for the next four days he'll spend all the time checking out each little part, like everything. Then he'll put the whole thing back together very slowly and very carefully. He takes his time and he's very precise.

"And on race day he takes care of everything. Like, he takes the bike to the starting gate for me and he stays right there next to me 'til the start. He keeps a stopwatch on the starter and lets me know right before they get ready to drop the gate. So I just can sit there letting the bike idle, all calm and loose while everybody else is blowing their minds and



"My girl friend even beats me at pool."

Rich made his name locally on a Maico.



their motors. Then about ten seconds before the guy turns the thing sideways, Roy just taps me on the back so I know to put it in gear and start getting nervous. Man, when I feel that tap on my back, I just go out of my mind."

And his bike . . .

"My bike is so fine. I really like my Honda, 'specially now that the shocks are moved up. It's wild. You can do anything with it. You can change direction in the air and all sorts of radical stuff like that. And it's fast. Nobody's going to pass me on the straights, I know that. My RC is the fastest 250, easy. I raced DeCoster's 370 up in New York on the start line. Stayed with him 'til fifth gear. And that was on loamy ground, just a long, loamy straightaway, and my bike stayed with his all the way. It's that funny engine. Like the crank, there's no friction at all in the crank. You wouldn't believe it. Take the head off and push down on the piston with your hand and the motor spins around about eight times. It's insane. You look inside my Honda and

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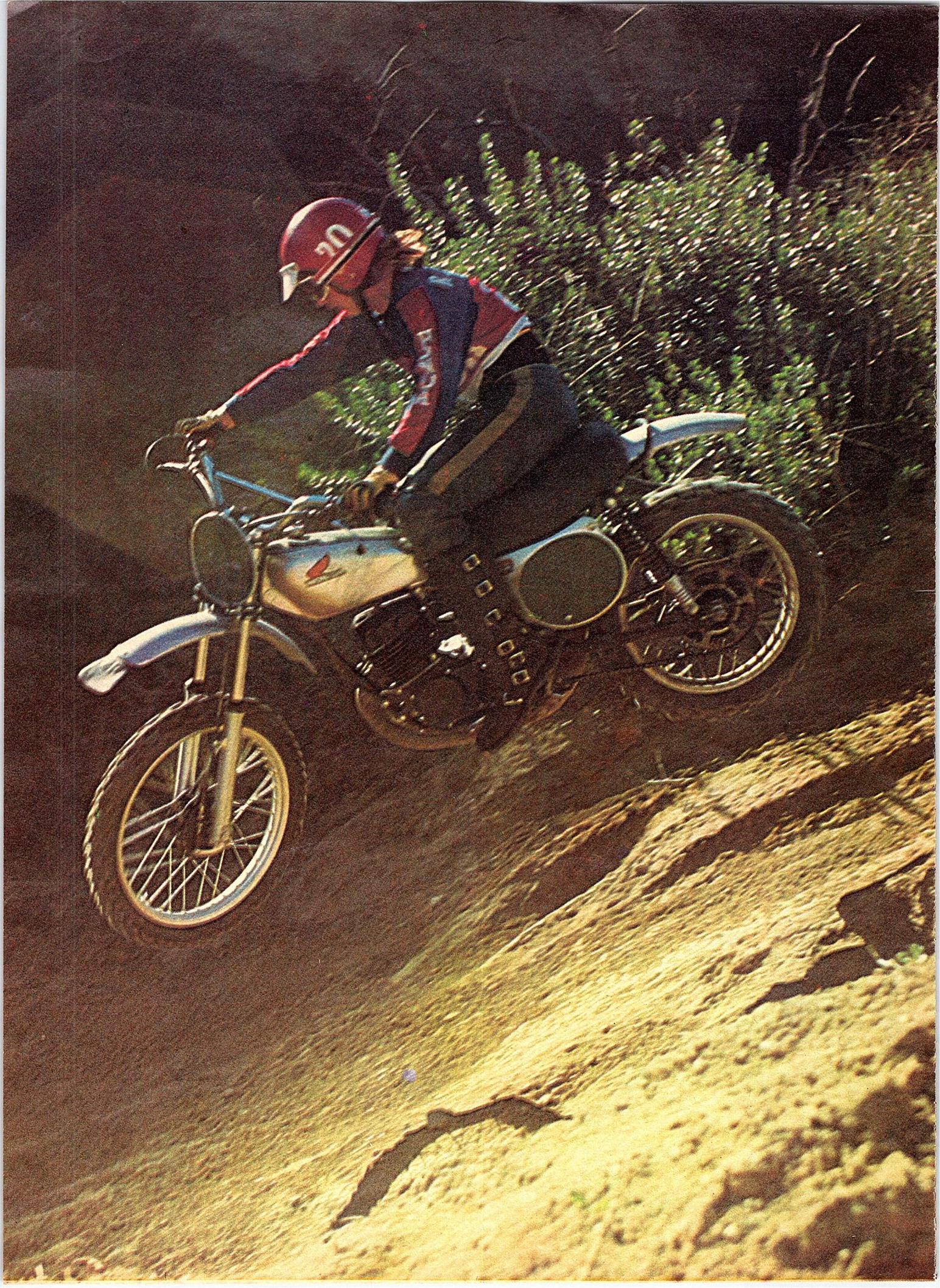

plus products

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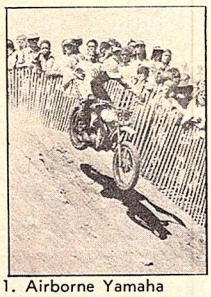
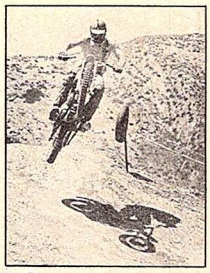
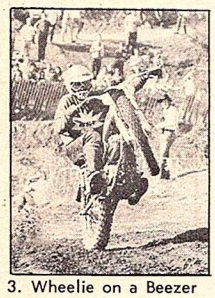


1. Airborne Yamaha



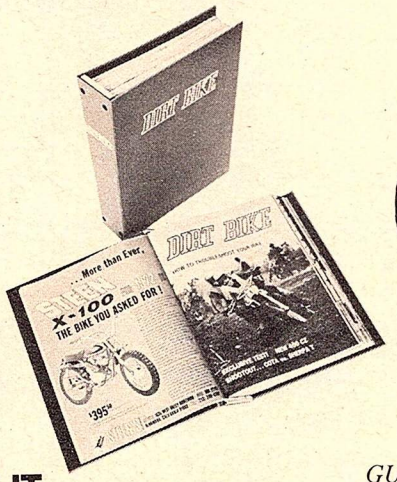
2. Drop-a-way jump



3. Wheelie on a Beezer

4. Slidin' Sideways

Got a hole in the wall? Cover it with a 17 x 22 inch *DIRT BIKE* black and white Action Poster.



TRICK TICKER

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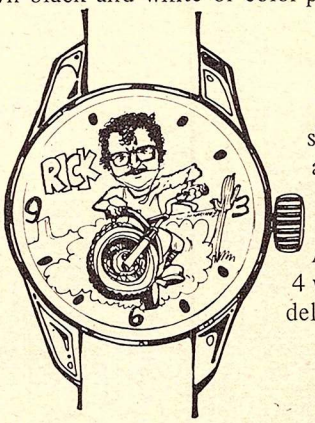
GET A NEW FACE

Hand-painted in color by a professional caricature artist from your own black and white or color photo.



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SUPER STICKIES

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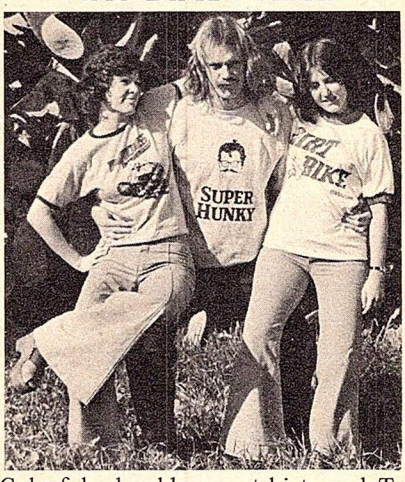

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Please send me _____ watch(s). Add $1.00 each for postage and handling. Nevada res. add 6% sales tax. Allow 4 weeks delivery.

☐ Swiss made – 1 yr. warranty **$19.95**

☐ 17 Jewel, shock & water resistant. Gold tone with stainless back. 2 yr. warranty **$39.95**

☐ 17 Jewel, self wind, shock & water resist. Silver tone with stainless back – date keeper. 2 yr. warranty **$44.95**

INCLUDE YOUR PHOTO returned Name on Watch_____

Hair Color_____ Eye_____ Complexion_____

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Please send me _____ **Sweatshirts at $5.95 each, and** _____ **T-Shirts at $3.95 each plus 50¢ postage and handling** for each shirt.

DIRT BIKE T-SHIRTS
Colors: White with blue trim. **Sizes:** ☐ S (34-36) ☐ M (38-40) ☐ L (42-44) ☐ XL (46-48)

SUPER HUNKY SWEATSHIRT
Colors: 1st and 2nd color choice: ☐ Red ☐ Yellow ☐ Blue **Sizes:** ☐ S ☐ M ☐ L ☐ XL

DIRT BIKE SWEATSHIRTS
Colors: 1st and 2nd color choice: ☐ Red ☐ Yellow ☐ Green ☐ White ☐ Gold ☐ Blue
Sizes: ☐ S ☐ M ☐ L ☐ XL

MOTOCROSS ACTION T-SHIRTS
Colors: Gold w. blue trim **Sizes:** ☐ S ☐ M ☐ L ☐ XL

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Please send me _____ DIRT BIKE binders. $3.95 each plus 50¢ each postage.

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Please send me poster(s) ☐ **1.** ☐ **2.** ☐ **3.** ☐ **4.** **Only $1.50 each plus 25¢ postage. All four $5.00 plus 50¢ postage.**

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$8.95 plus 50¢ postage per order.

Make_____ Model_____ Year_____

SUPER STICKIES

Please send me _____ Motocross Action Stickies and/or _____ Dirt Bike Stickies The cost? A piddling 25 cents, or 5 for a buck. Or 10,000 for $2,500.

MX2-5 **plus products**
2732 Heritage Circle, Las Vegas, Nv. 89121

Enclosed is my check or money order for
$_____

NAME _____

ADDRESS _____

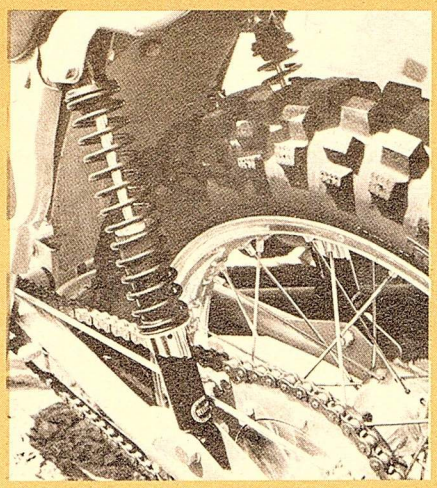
CITY _____ **STATE** _____ **ZIP** _____

RACE TEST

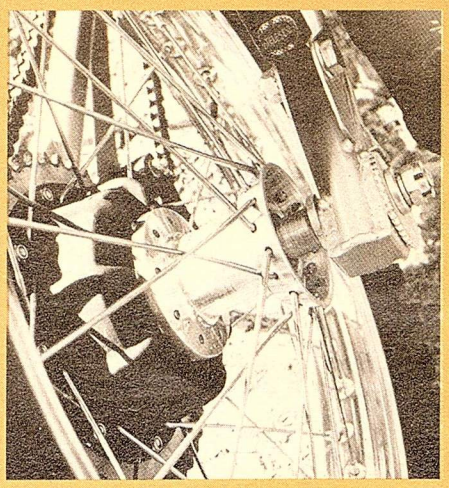
BULTACO 250 PURSANG (the new one)

finally, a genuine factory lightweight racer that you can own, if you've got a mind to

(Preface—Before we get down to all the chin rubbin' and palm punchin' of the formal test, there're a few things we gotta tell ya. First, so the suspense won't get to you, the new Pursangs may well be the hottest motocrossers to hit the racing scene since the demise of the four-stroke. They're that *good. Second, as we're putting together this issue, the 'Sangs are just starting to trickle into the country and we got our 250 to test only five days before deadline. That means we didn't get to race it, as we usually do, but we did get a chance to thrash it thoroughly for three days in a row. Last, we got a lot of help in preparing this test from Mike Hannon, Bultaco's west coast rep, and Doug Grant, former ace Bultaco factory rider.)*



Telesco shocks, chrome moly swingarm, neat-o chain guide and small sprocket keep unsprung weight down.



Rear hub is strong, light and tee-rick. Smooth Akronts won't gorp up.

Hanging around the pits during the last Trans-AMA as well as watching the racing, we grew ever so painfully aware of one indisputable fact of life: What the factories race and what they sell are entirely two different things. Somehow, after spending two months watching those featherweight racing department creations flit around like freaked-out soap bubbles and listening to the motors coming on like bee-stung bobcats, getting home to a garage full of porkpiles the "in" group ruefully refers to as "stockers" just doesn't cut it. It's like spending the day eyeballing pit tootsies at Saddleback and then coming home to find your ol' lady in curlers and a moth-eaten robe screaming at you 'cause you got mud on her clean rug.

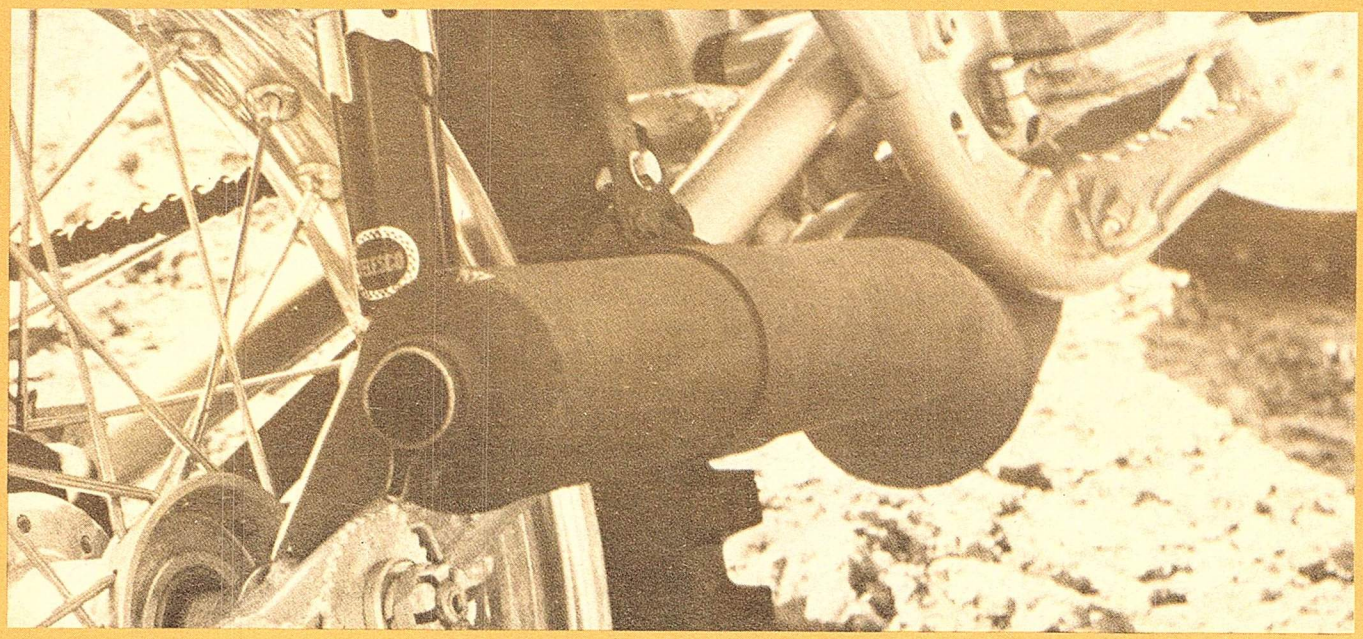
While most teams remained quite tight-lipped about any relationship they may share with the production departments, one pit, Bultaco's, was always very open to us, complete with guided tours and running commentary. Usually Jim Pomeroy would play toastmaster. "This is my 250 GP bike. See that seat? It'll be on next year's production bikes. Check out that hub. Just like next year's stocker. These shocks save a lot of weight. They're standard on next year's bike. Man, wait 'til you see next year's bikes." We've also learned that sayin' and doin' are two different things. Frankly, we're very skeptical about anything the factory reps tell us. That's our job. But when Pomeroy's new 360 showed up at the Livermore Trans-AMA and they told us it was just a stocker with the shocks moved up, we smiled and nodded and forgot it. Who'd'a thunk it.

But there it was, sitting in the

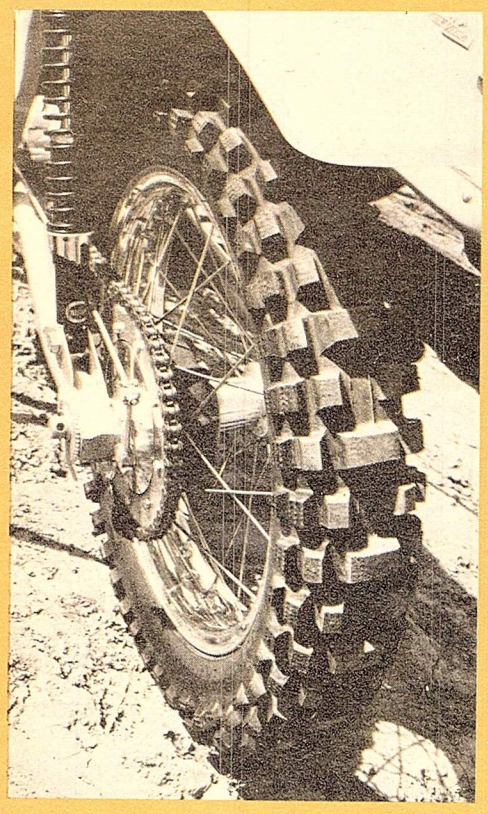
back of the Bazmobile, all shiny and new with *blue* paint (hubba hubba), the boss seat, the trick hub, GP fenders, lightweight Telesco shocks and a bucket full of spiffy Dural alloy goodies. Except for the color and possibly some innovative piston cutting by the individual team mechanics, this machine is the same as the one Tom Rapp, Bryar Holcomb, Jim Pomeroy, *et al* rode last year. Are you ready for that?

PROOFUS EST INOS PUDDINGAMUS

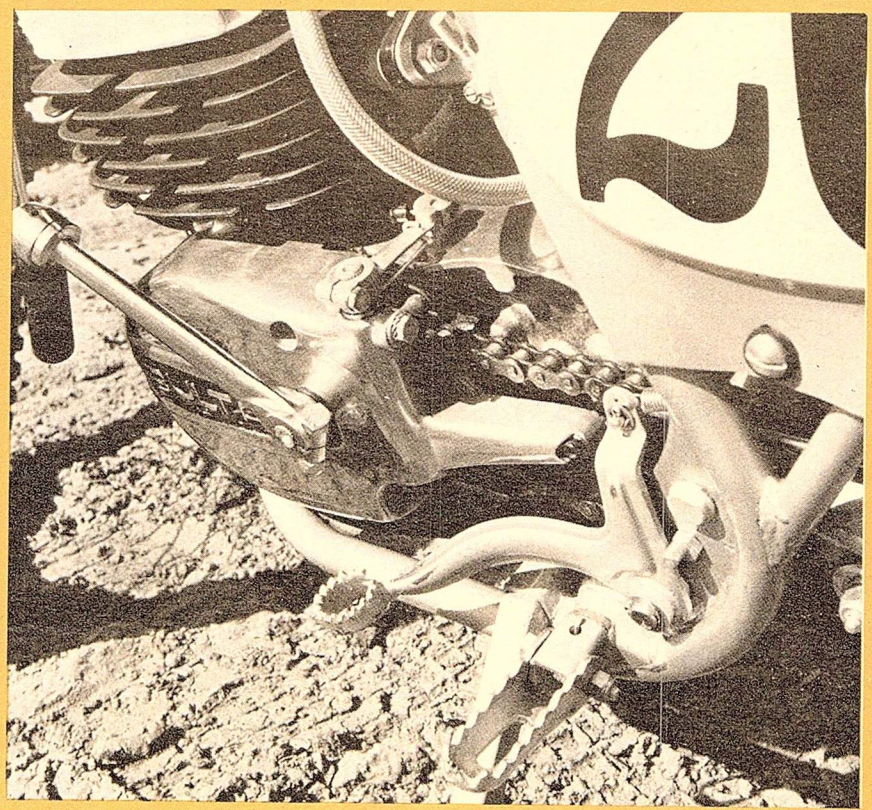
Stand back! Gimme that motorcycle! Wanna ride this sucker and find out what it does. Standard Bultaco starting drill: Jump on the bike, fiddle with the levers and stuff, play a little forky bouncy and shocky squishy, turn on the gas, hold down the tickler 'til the Amal wells up and dribbles, jump back off the bike, unfold the kicker and try to get your right boot on it before it folds up again, kick it down slamming your foot into the peg and getting one turn out of the motor, kick it again about six or seven times until you hear the famous Bultaco "pop." Aaaaah. Everybody smiles. One more kick and bop-bop-bop-bop borp-burp-brr-brr-brrr - RAAAP - A! Ah, success. Now you just sit there for a while, blooping the throttle and listening to that fine motor get



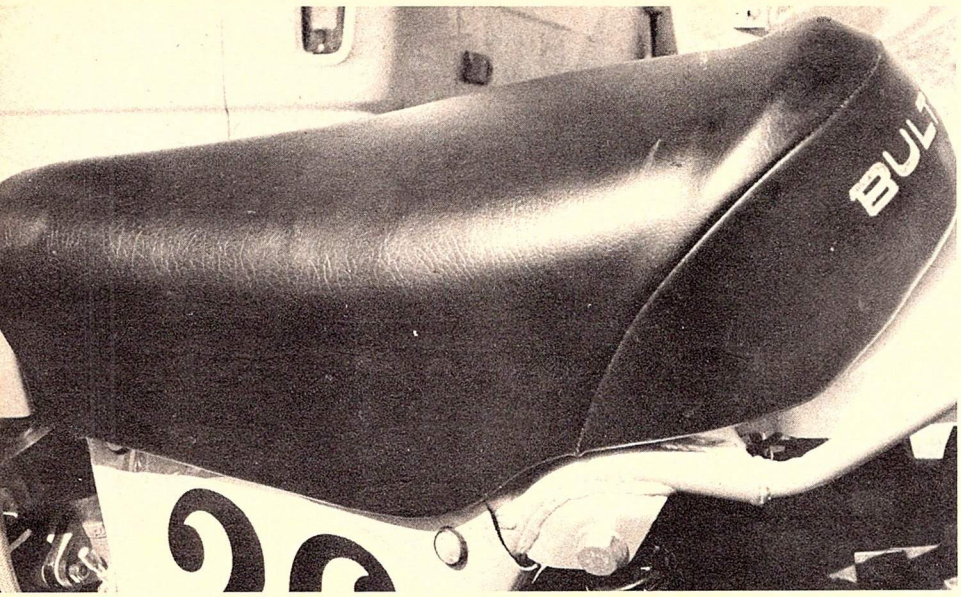
Pipe is just like the factory item, and it doesn't ding.



Now, that's *a tire.*



Brake rod goes inside the frame, won't hang up. Pegs grip but fill with mud.



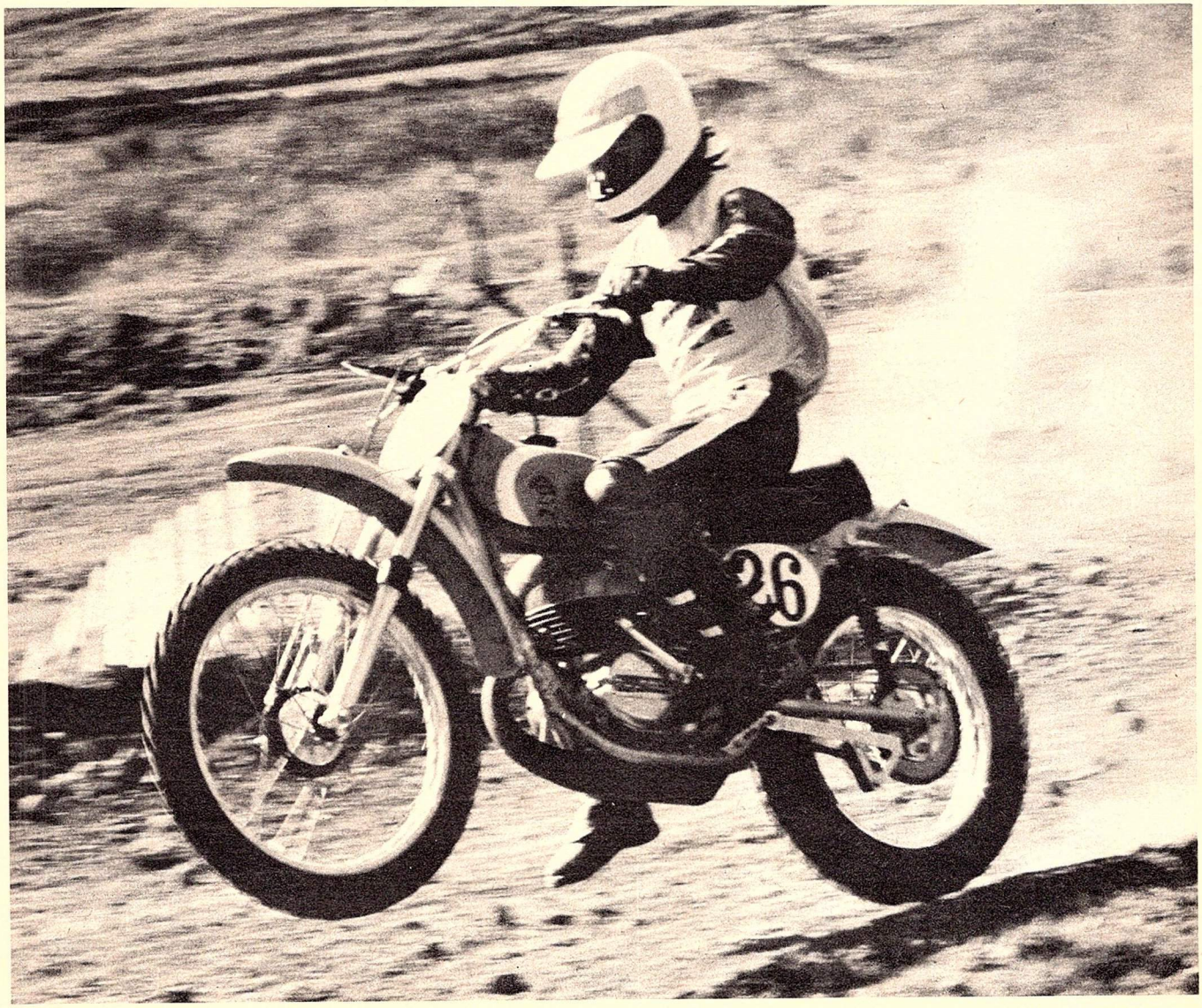
Somebody turned Bultaco on to seats, so they finally made a good one.

warm. When the head temperature finally agrees with the mixture, it's time to get going. Pull in the clutch and tromp down on the brake . . . whoops, other side, dummy. Unless you're already into Buls, you have to switch all your brain circuitry around to get along with shifting on the other side. Actually, Bultaco's got it right. It's all the others who are screwed up, right?

Once you inform your right foot that it is now the shifter and your left foot that it will do the braking, it's time to boogie. Readers, there are some experiences in life that we may just not be ready for. Unless you're Rich Thorwaldson or somebody like that, forget about any other bike you've ever ridden before. This motorcycle is *insane!* It does what you want it to do, when you want it and where you want it. It's the Steppin Fetchit of motocrossers. "Hey, Pursang, do a wheelie." Yessir. "Now do a big slide." You bet. "Now, hit this berm and come out on the back wheel." Comin' up. "Now, blow off this Elsinore." Any time. It wants to please you.

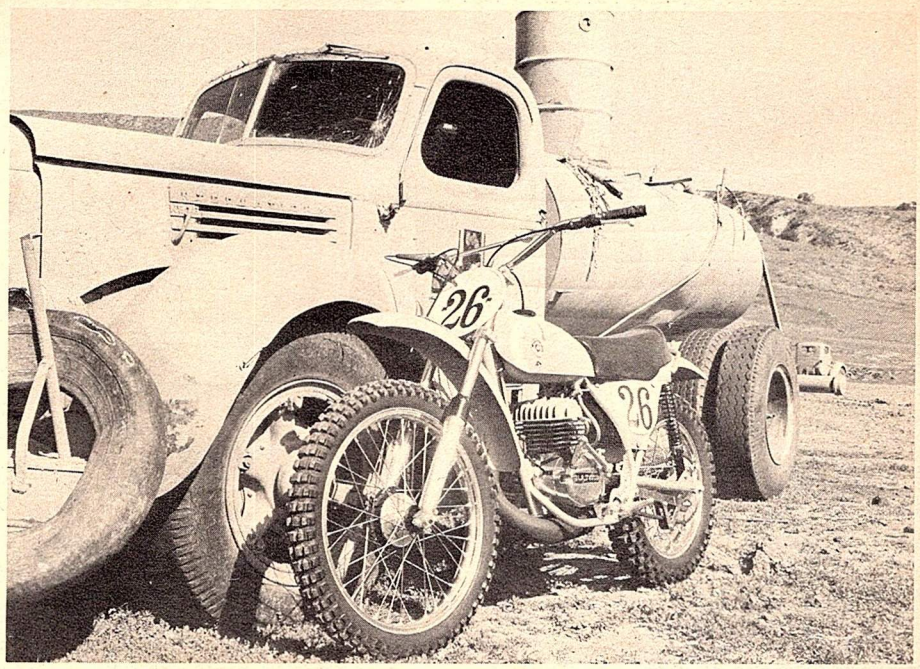
No doubt you're going to read a lot of the other magazines referring to the power as "peaky." That's cause they're used to the flat, rolling pokiness of a standard, garden variety production engine. Even the

Continued



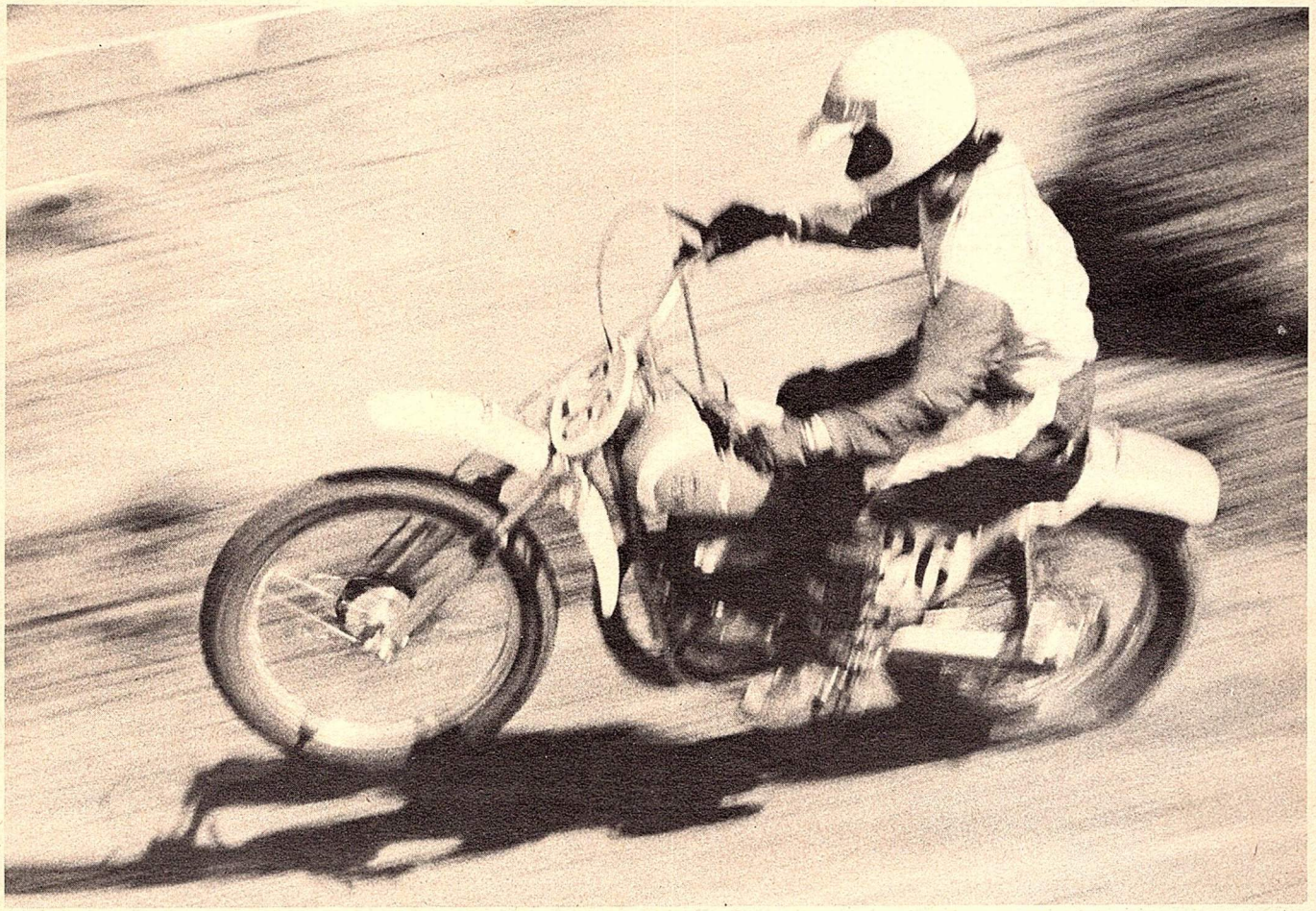
BELL

Maico and CZ 250s have to be "delt with" to get that nice, factory power, and you're not really racing the Honda 'til you drop on the optional barrel and carb. In stock tune, the Pursang's power "happens" just like the factory jobs raced in the big time. It's not so "instant" that the wheel breaks loose and spins away all the effective go, but there's enough low and mid-range torque to let the knobs dig in before the big stuff comes on. Exiting a turn you hit the gasser and it gives a split second of "uuuh" as the motor gathers itself, then "WAH," you're gone. You'd have to spend some serious coin on most stockers to get power like this.



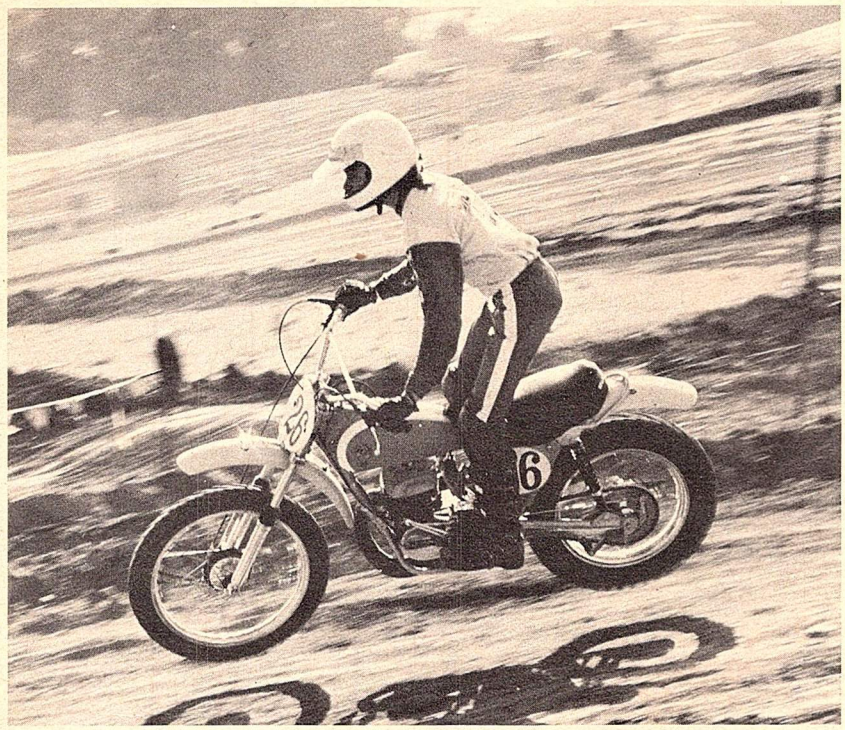
HANDLES

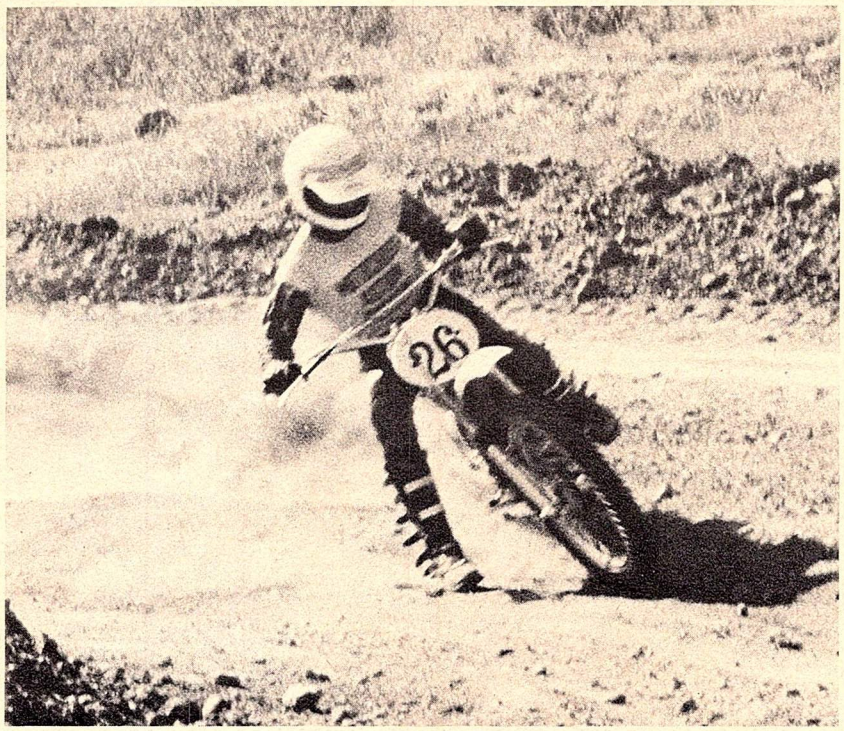
What handles? It's a Bultaco, isn't it? Nobody ever got down on the Bultaco for handling. The '74 is a little different, though. The swingarm's been stretched and the shocks are new. A big rear weight bias lets the front plow a little, meaning it sure doesn't stick like a Maico. It's one of the prices you pay for lightness. Frankly, the old stock shocks were bummers, so we're glad to see something in the way of new back-bouncers. The thing about the new Telescos is that they're light. Honda tried a pair on one of their factory bikes and saved *seven pounds.* Bultaco used them exclusively on their standard swingarm race bikes all through the Trans-AMA. Problem is they're about as durable as paper towels: use 'em once and throw 'em away. But, if you want to play "factory racer," that's how they do it. And with the price of Konis being what it is, you'd probably get off cheaper buying Telescos by the six-pack.



AND ON THE SEVENTH DAY, THEY RACED IT.

There must've been a lot of devel-





THE SETUP

Any bike has to be set up for the rider who's going to use it, and the new Bultaco is no exception. Most test riders agreed that the bars were too high, although they're the same as the ones Jim Pomeroy uses. So if you're six foot two and you stand up all the time, it's cool. Grips are the standard Bultaco items, so if you didn't like them before, you won't like them now. The throttle takes a big twist and would work better with a quick-turn number. The rear wheel *has* to be relaced cross-three with new spokes. Cross-two doesn't cut it. But that's about it. Everything else comes ready to race, including little rubber lever covers, nylon cables and a wafer-thin plastic front number plate with a little notch for the throttle cable. They thought of everything.

opment workers doing double shifts at the Pursang plant to roll up this little dubbee. We will now go into an end-to-end rap about what's new about the new Pursang. The frame, swingarm and handlebars are made

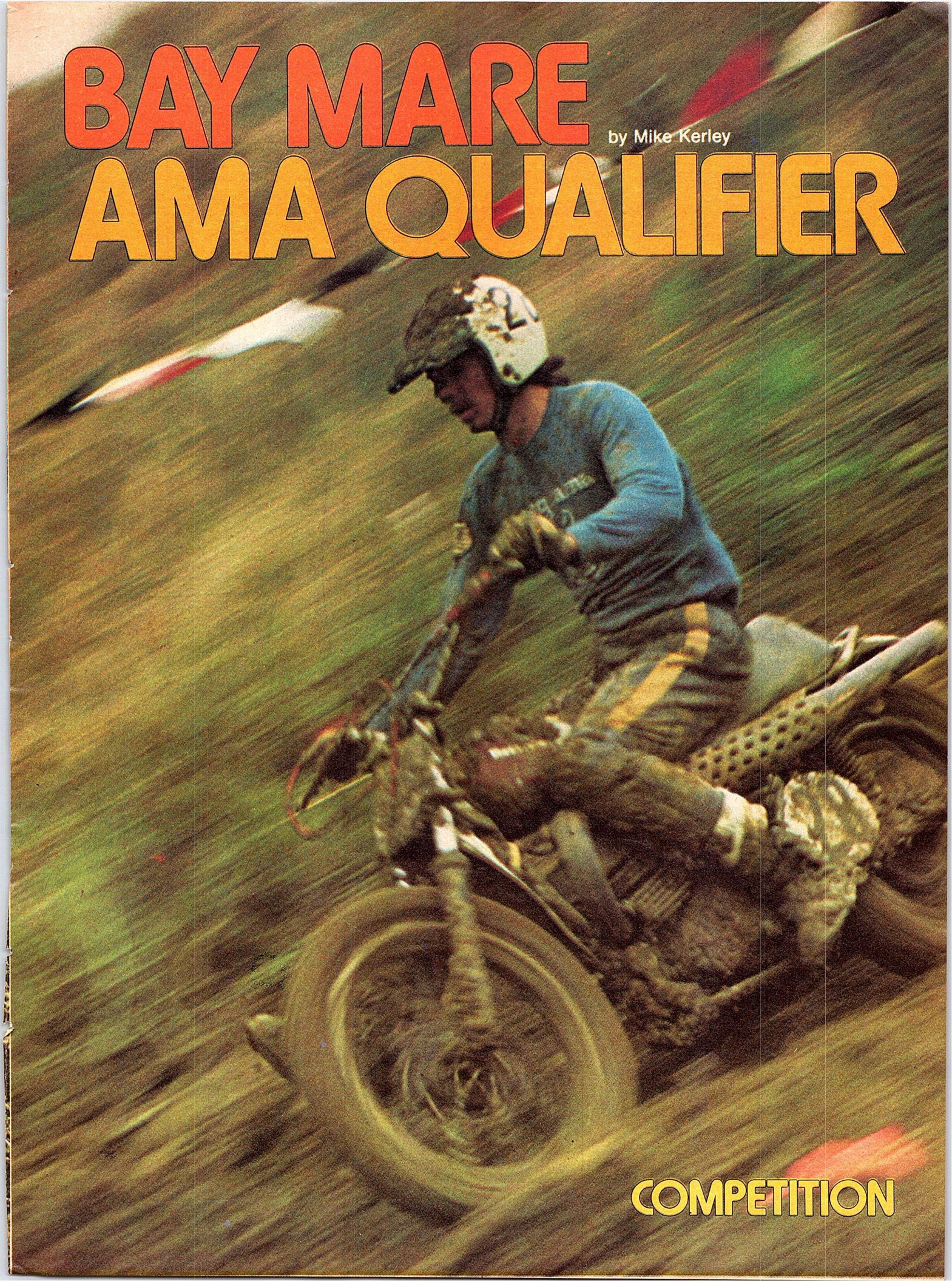
Continued on page 60

BULTACO 250 PURSANG
SUGGESTED RETAIL PRICE: $1295
ENGINE TYPE, INDUCTION: two-stroke, piston-port
ACTUAL DISPLACEMENT: 244cc
BORE AND STROKE: 72mm x 60mm
COMPRESSION RATIO: 12:1
CARBURETOR: Amal 36mm Concentric
CLAIMED HORSEPOWER/RPM: N/A
PRIMARY DRIVE: Chain
GEARBOX/SHIFTING: 5-speed/right side
GEARBOX RATIOS: 1) 2.66, 2) 1.95, 3) 1.49, 4) 1.20, 5) 1.00
AIR FILTER: Twin-Air oiled foam
ELECTRICAL: Motoplat
LUBRICATION: Pre-mix
FUEL CAPACITY: 1.8 gallons
SUSPENSION: Bultaco 6½-inch forks, Telesco 4-inch shocks
TIRES/RIMS front: 3.00x21 Pirelli/Akront alloy (smooth) rear: 4.50x18 Pirelli/Akront alloy (smooth)
WHEELBASE: 55 inches
SEAT HEIGHT: 33 inches
WEIGHT
actual: 206 pounds filthy
claimed: 203 pounds dry
front wheel: 94 pounds/46 percent
rear wheel: 112 pounds/54 percent
STARTING: Non-primary, left side
COUNTRY OF MANUFACTURE: Spain
DISTRIBUTOR: Bultaco International P.O. Box 62543 Virginia Beach, Virginia 23462
COST OF REPLACEMENT PISTON, RINGS: $34.45 complete
COST OF REPLACEMENT LINER: $35.57

MOTOCROSS
ACTION
MAGAZINE
26

BAY MARE AMA QUALIFIER

by Mike Kerley



COMPETITION

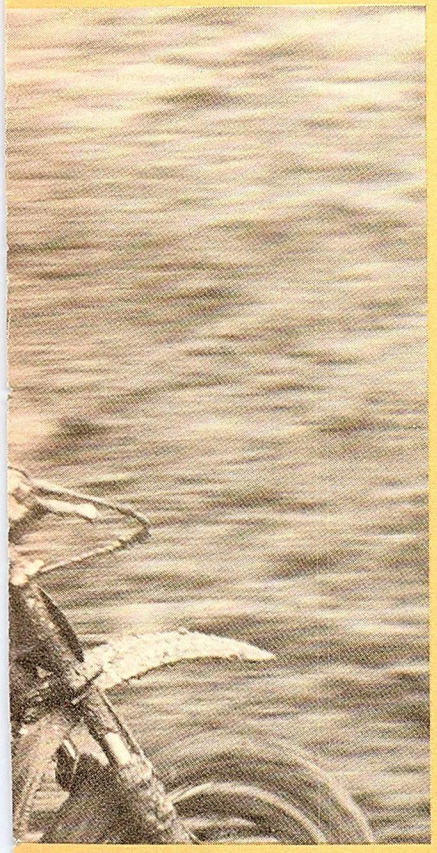
Bill Clements pegs his Husky up "Snot Hill."

Shploot! Jim West catches some of Hartwig's traction.

it was a mudder

YUCK.

Weinert: "Ew, I'm all a mess." *Mrs. Weinert: "Don't get dirty, Foofoo." Foofoo: "Arf."*



The lady next to me is sound asleep—poor planning on her part, since the alarm clock is buzzing and vibrating around the night table like a flamenco dancer on speed.

"Hey babe, time to get up."

"Mumph." Sigh. Reach over her and turn the thing off myself.

"Hey, come on. Gotta get up. Today's race day, remember?"

"It's raining," she mutters.

"Yeah," I say, "but so what? It's RACE DAY."

"It's raining," she says again, with single-minded logic. And goes back to sleep.

Everyone else should have been so lucky.

* * *

Hey, boy, RACE DAY, first race of the brand-new '74 season. A good track and a genuine AMA Qualifier. But wait, what's this? Mud? Mud. Adobe mud, the only mud in the world that can suck your one foot in up to the knee like some perverted vacuum cleaner, while giving your other foot absolutely no traction so that you fall on your face. Splat. It is difficult to maintain your basic dignity when lying face down in the mud, one leg cocked crazily into the gray overhead, the other being munched over by the earth's bowels.

Continued

Eierstedt's "works" hand covers got a bad case of the droopies after the first moto.

The gook didn't slow down Berzerk Bill Grossi, but a fried clutch on his Honda did.

It is also difficult to race motorcycles under those conditions.

"Just lookit the mud," says the crowd.

"How can we," ask the racers, "there's too much fog."

Everyone shuffles around in the muck and worries about whether they and their cars are ever going to get out of this morass in the California hills again, while announcer (must be, says so on his jacket) Larry Huffman does comic relief in the guise of pre-race analysis. You can tell he reads the AMA magazine every month, whether he needs to or not.

"Is Jimmy Weinert gonna DO it?!"

Could be, Larry.

"Well, just don't forget that Weinert won at Houston in the mud."

Hey, Weinert. Huffman's telling everyone you're a mudder.

"AND DON'T FORGET TIMMY HART!!!" At 147 decibels it would

Continued

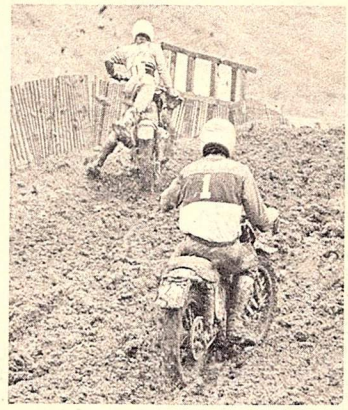
Sporting a full beard and a new Bultaco, Jim Pomeroy was the only rider to stay with Hartwig.

Brad Lackey, on a Husky, checks out the source of "footsteps," Mike Hartwig.

HARTWIG
79

Some interesting variations on the downhill.

Jones struggles to keep his Can-Am singing while Cole attempts a variation of the "Flying R."



RESULTS

500 Class

1.	Mike Hartwig (2, 1)	Yamaha
2.	Jim West (1, 2)	Husqvarna
3.	Jim Cooke	Kawasaki
4.	Terry Clark	Husqvarna
5.	Mike Runyard	Suzuki
6.	T. Weeks	CZ
7.	Gene Martin	Maico
8.	Jim O'Neille	Maico
9.	Terry Bilton	Maico
10.	Randy Berkeley	Maico

250 Class

1.	Ron Self (1, 1)	Maico
2.	Gary Jones (4, 3)	Can-Am
3.	Eddy Cole	Penton
4.	John Franklin	Maico
5.	Brad Lackey	Husqvarna
6.	Bruce Baron	Yamaha
7.	Ken Zahrt	Bultaco
8.	Dan Turner	Penton
9.	Dennis Briggs	Kawasaki
10.	Rocky Pocock	Maico

be hard to. Tim looks embarrassed.

Meanwhile, the riders are wading through the mud and the noise over to headquarters to vote on whether—conditions being what they are—they should run 30- or 40-minute motos. Weinert, who's smiling like he's already got *his* race figured out, suggests 60 minutes. No one's amused, including his wife's foo-foo dog which nips him on the shin. Three-inch legs aren't the hot setup in this mud. But then, what is?

* * *

Stock 250 Maicos, apparently.

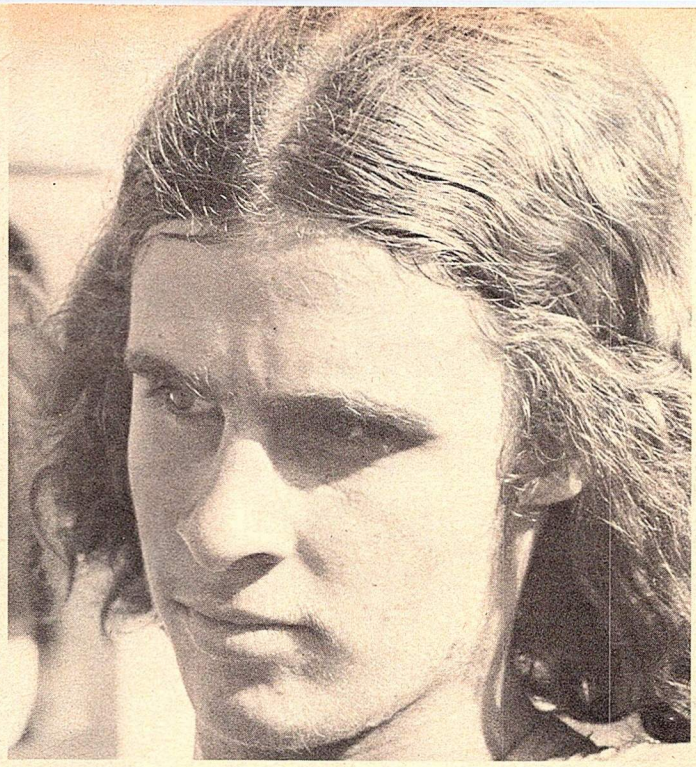
The 250s reluctantly line up, the gate drops and the world dissolves in a curtain of mud. When the viewfinder clears a bit, the pack has slithered its way over the start hill, leaving Jim Cooke and John DeSoto, among others, trying to pull their bikes out of the mud and get moving again. Cooke's Kawasaki, privateer

Continued on page 57

NEW SHOE

PETE McGILL

in a hurry



Pete McGill

"Paw!! Comere, paw! Lookit the hippy kid runnin' down the street! You think the police might be after him?"

"Must be, maw. Them hippy kids too lazy to run for any other reason."

"Quick paw, get the gun! We'll hold him till the laws catch up."

See? Try to get ahead in life, and whaddaya get? Besides a bead drawn on you with a shotgun, that is? Depends on who you are. If you're Pete McGill, and if you can convince the old guy with the gun that the only police that chase you are the guys you beat out at the track every weekend, maybe you will.

There's Pete, scourge of Rochester, New York, and points north, east, south and west, out running his two miles. Does it three times a week, he says. No matter what the weather's like. Rides too. Four half-hour sessions each week, rain or shine. There's a lot of non-shine in Rochester, New York.

But that's what it takes to get from there to here.

There. It started five years ago when Pete was just another little 11-year-old pooper pushing a Honda 90 around. Then he got a 125 Kawasaki do-it-anywhere and did it anywhere. Then he, a Bultaco 175 and a short track came together one afternoon, and Pete won. Hmmmmm. What's this? Winning, huh? Feels good. But you

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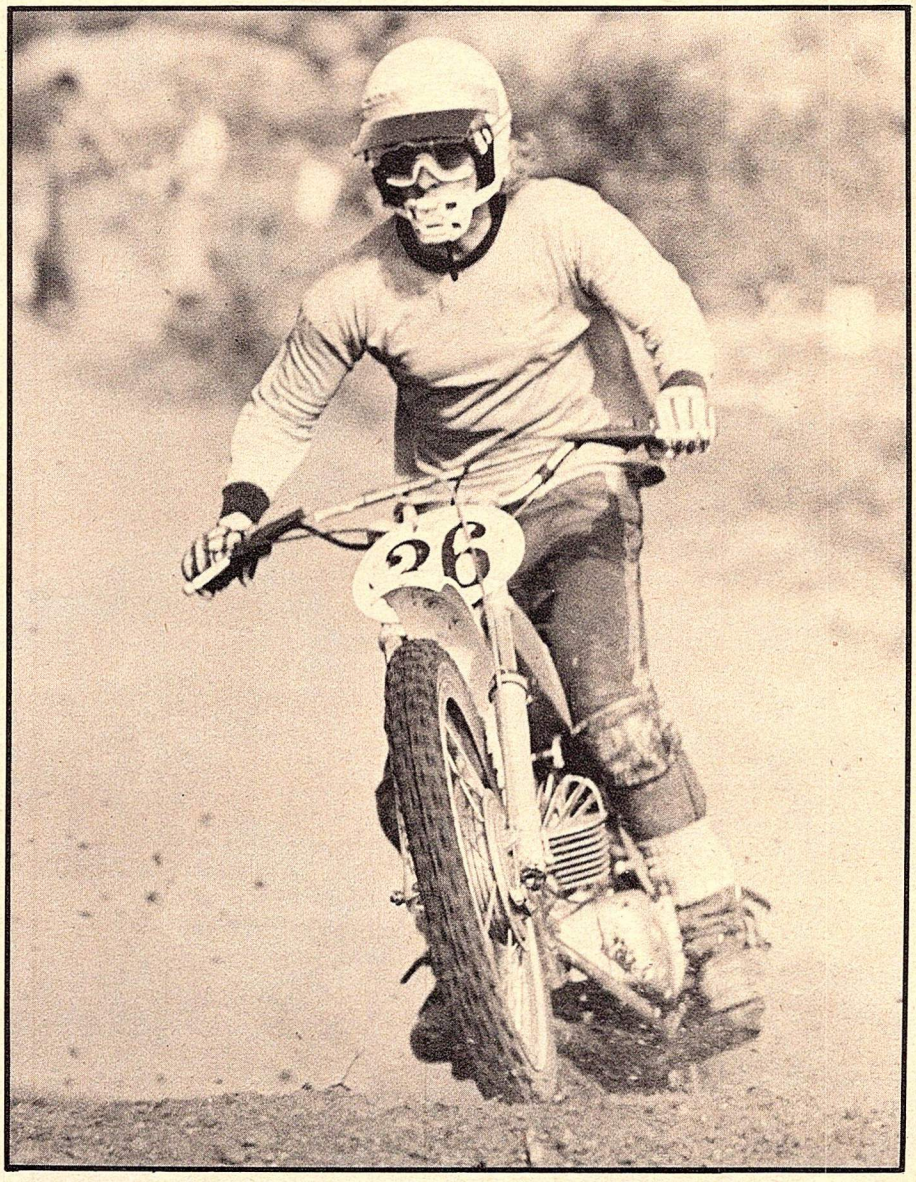


Sunday Rider Access

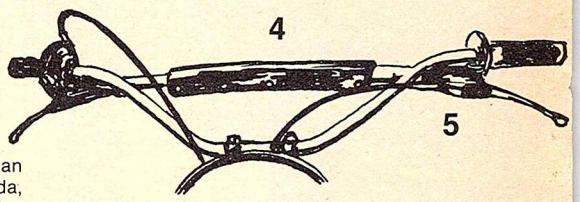
SRA

2

These Hats are really getting popular. Now you can get your Bike's Name Up Top (Patches). Honda, Yamaha, Suzuki, Kawasaki, Huskvarna, Hodaka, Triumph. The Caps are White. Sizes 7 thru 7-5/8.

STROKER CAPS $3.95

4



5

Bill Walters does it again with both these items (Lever Covers & Cross Bar Pads). They're Genuine Leather — in colors! (Same as Chest Protectors)

CROSS BAR PAD (14") $3.50
LEVER COVERS (Pair) $1.95

1

Noguchi Factory Works Kit for Yamaha — Bolt on Dynamite ... That's what Noguchi says about these Kits. All kits include Blendzall Racing Castor, Noguchi Decals and Instructions.

STAGE I GT80 KIT — Great Starter Kit. Includes: Alloy Cylinder Head • Head Gasket • Cylinder Gasket • Piston • Piston Ring • Low Pipe •

STAGE I KIT FOR GT80 ('73 & '74 MODELS) $96.95

STAGE II GT80 KIT — Increases H.P. to 13.1 and reduces Weight by 9 lbs. Includes: Same as Stage I except Piston is Chromed and these items are added: Connecting Rod • Big End Rod Bearing • Large Volume Reed Valve • Large Volume Carb Manifold • Reed Valve Gasket • Mikuni 26MM Aluminum Carb • Carb Clamp • 2 Main Jets •

STAGE II KIT FOR GT80 ('73 & '74 MODELS) $239.95

STAGE I MX125 KIT — This increases H.P. by 37%. Includes: Chromed Alloy Cylinder • Head Gasket • Cylinder Gasket • Piston with Pin and Clips • Piston Ring • Reed Valve Gasket • High Pipe or Low Pipe •

STAGE I KIT FOR AT125, ATMX125 ('72 & '73 MODELS) $204.95
STAGE I KIT FOR DT125, MX125, YZ125 ('74 MODELS) $168.95

STAGE II MX125 KIT — Boosts a Yamaha 125 to a whooping 30 H.P. Includes: Chromed Alloy Cylinder • Alloy Cylinder Head • Head Gasket • Cylinder Gasket • Piston with Pin and Clips • Piston Ring • Large Volume Carb Manifold • Reed Valve Gasket • Mikuni 28MM Carb • Carb Clamp • High Pipe or Low Pipe • 2 Main Jets •

STAGE II KIT FOR AT125, ATMX125 ('69-'73 MODELS), ALSO FITS CT175 ('70-'73 MODELS) $279.95

STAGE II KIT FOR DT125, MX125, YZ125 ('74 MODELS), ALSO FITS DT175, MX175 ('74 MODELS) $243.95

STAGE I MX175 KIT — Turns Your Stock 175 Into a Power House. Includes: Chromed Alloy Cylinder • Head Gasket • 2 Cylinder Gaskets • Cylinder Spacer • Piston with Pin and Clips • Piston Ring • Reed Spacer • 2 Reed Valve Gaskets • High Pipe or Low Pipe •

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STAGE I KIT FOR DT175, MX175 ('74 MODELS) $197.95

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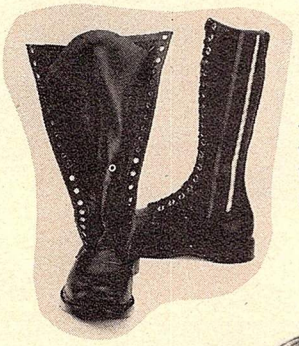
STAGE II KIT FOR CT175 ('70-'73 MODELS), ALSO FITS AT125, ATMX125 ('69-'73 MODELS) . $299.95

STAGE II KIT FOR DT175, MX175 ('74 MODELS), ALSO FITS DT125, MX125, YZ125 ('74 MODELS) $275.95



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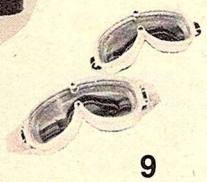
These Boots are O.K. — Well Made, Smooth Soles, Waterproof, Red/White Stripes. Simply a Good Value.

RUGGED RIDER LACE-UP MX BOOTS $38.95



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These are two great Goggles. They both have excellent fit. And they're comfortable; vented to reduce fogging; have wide bands for better hold.

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SUPER "SEE R" — (double lens w/tearoff) $7.95

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Nearly every Rider needs an Extra Helmet. This one is Fiberglass, Snell Approved, Safe, Well-fitting. A good value. S-M-LG-XL.

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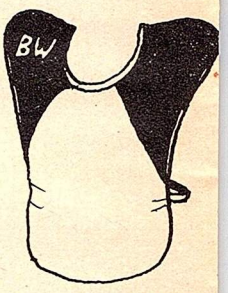

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Check it out. The Pros like this Face Fender because it provides Full Chin, Nose & Mouth Protection. It's Helmet Mounted (Hardware Supplied) so breathing is no problem. Copolymer, Vacuum Formed.

PACIFICO FACE FENDER $4.95
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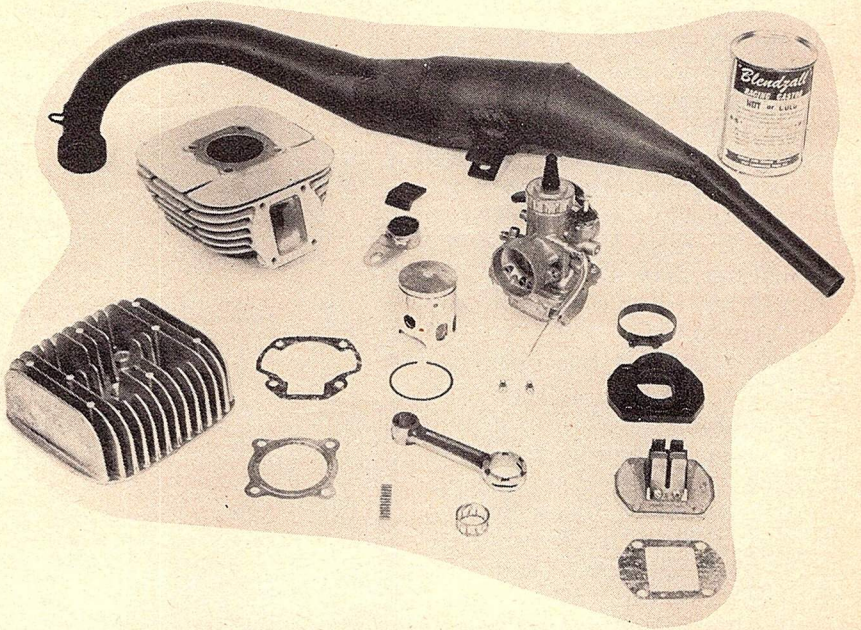

ories "For Every Motorcycle and Rider"

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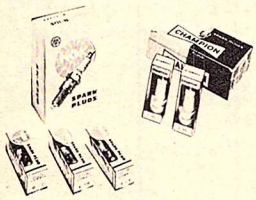

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You're going to need Plugs. By the Box they're a pretty good deal.

NGK (Box of 10) ..... $ 8.80
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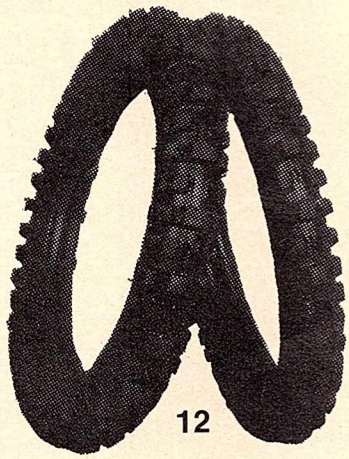

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These Tires are bound to be long-wearing. 8 Plys and Goodyear Quality. You can expect good bite too.

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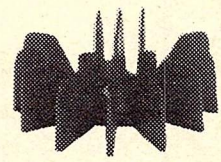
4.50 x 18 ..... $41.00



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Extra Large Cooling Fins for Lower Head Temperature. Fits Yamaha JT-1 Mini-Enduro.

HI-COMPRESSION HEAD $9.75

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Preston Petty Knows how to make Fenders — Strong, Right Colors, Great Price. What more can we say? All available in: black, white, yellow, orange, green, silver, red and blue.

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FRONT FENDER — 4½'' WIDE $3.99
THE FAMOUS MUDDER — 5'' WIDE $5.95

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Impac Guarantees this Lever because it's made right. Strong Nylon. Color, black. The Kit comes with the Gearshift Lever; Enduro Type Brush Chain and Connecting Rings; Allen Wrench and instructions.

IMPAC GEARSHIFT LEVER $8.95

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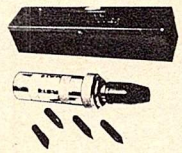

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This Super Sturdy Tool makes Splitting Cases Easy. Factory tightened bolts come loose every time. Vessel type. Comes with Box and 4 Bits.

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Pete works his lonely way through the whoopdies at Moto-Masters Park in Mexico — New Yawk, that is.

just go' round and 'round, huh? Bummer.

So eventually ol' dad coughs up the loot for a Penton MX, then for a 125 CZ on which Pete manages to end up district high points Amateur in 1971. He's 13 by now, and motocross is his thing. And it's time to step up again, this time to a 250 CZ. Feels good, guess I'll become an Expert. Ahhhhh.

That's pretty much how it went. Pete was the sixth-rated 250 Expert in District Four at the end of that first year of top class competition, and in the AMA's third quarter standings for '73 he was third in the nation, first on the East Coast, first in District Four and second in District Three. Not bad for a high school junior who's gotta have a few other things on his mind.

But what's on Pete's mind the most is motocross. 1974 will be his first year as an AMA professional, and he'll be racing in the AMA qualifiers for the Trans-AMA Series. Meanwhile, there's racing to do all over, in places like Pennsylvania, Ohio and Canada, as well as maintaining his position as the scourge of western New York. Dad Tom foots the bills, while Pete pulls his own maintenance and handles some of the mechanical end too. And rides. Maybe well enough to race against some Europeans later this year. The kid's in a hurry. After all, he's already 16. *

Layin' a move on a hapless Bul rider is all in an afternoon's work.

DIRT

Continued from page 11

World Cup as well as an Inter-AMA. Faaaarrr out.

* * *

Brad Lackey has signed a contract to race Husqvarna in the 1974 500cc World Championship Grand Prix circuit. If you're wondering whether this is good or bad, we can assure you this is definitely good. Brad is an amazingly talented motocross rider who wants to ride the European circuit. Last year he raced the entire season with little or no support from his sponsor, Kawasaki. This year he gets a full boat from the Husqvarna factory. Neat, eh?

* * *

John DeSoto is riding for Eastern Maico, Peter Lamppu is back with Montesa, Jim Cooke and Al Baker are riding their own Kawasakis and Mark Blackwell is on a Maico.

* * *

It's all over for Jim Pomeroy. No, he didn't crash and break every bone in his body nor did he retire to a monastery. Quite the opposite: He's in love. Seems a home town woofie, Terry, just flat vamped him. Bimbo didn't stand a chance. So now all those stories you might've heard about Jim's international adventures are officially disclaimed. As we all know, Jim led a rather sheltered life and never dated 'til his 19th birthday and then only when properly chaperoned. The comely young Yakima miss is undoubtedly his first and only true love. Sigh.

(How was that, Jim? Do ya think she'll buy it?)

* * *

Contrary to any reports you might've read in *Cycle News* or rumors you might've heard, Honda is continuing to manufacture, sell and develop the highly successful Elsinore CR125 and CR250 motocrossers. Availability of bikes and parts won't get any better, but it won't get any worse, either. So you can start bugging your folks for a new bike again. But don't hang by your eyelids waiting for a large bore Elsinore.

* * *

Gary Jones and the Jones Moto-

Continued on page 54

New numbers for 1974. Clip and save.

500 CLASS
1 Karsmakers

250 CLASS
1 Jones (G)

EVERYBODY ELSE

2 Karsmakers	22 Harris
3 Thorwaldson	23 Blackwell
4 Jones (G)	24 Jordan (Ricky)
5 Hart	25 Cooke
6 Runyard	26 Wynn
7 Weinert	27 Howerton
8 Semics	28 West
9 Lackey	29 Franklin (John)
10 Lamppu	30 Borders
11 Grossi (Bob)	31 Clements
12 Pomeroy (J)	32 Clark
13 Hartwig	33 Baron
14 DeSoto	34 DeFeo
15 Chaplin	35 Baker
16 Tripes	36 Staten
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19 Jones (D)	39 Siegel
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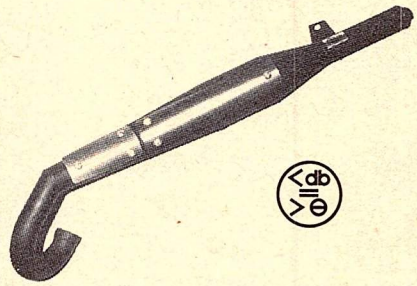

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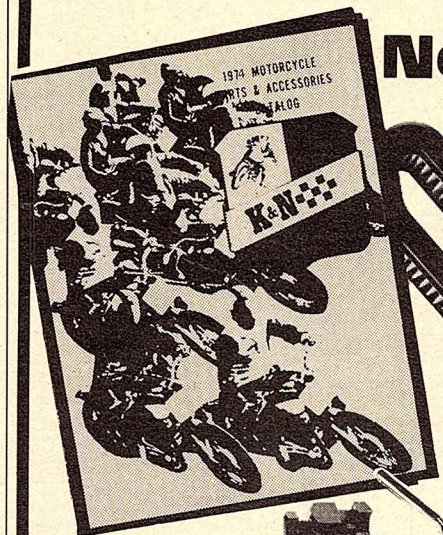

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FIRST IN A SERIES

HOMEGROWN: Readers' Radical Racers

You've got to use tie-downs just to keep this beauty from floating away

Remember last January when we said in "Dirt" that we were going to start a new feature called "Bike of the Month or Something Like That"? Well, tada! Here is the first entry: a super-tee-rick 250 CZ owned by Roger Bonnet of Basking Ridge, New Jersey, and built by Sanders Cycle. Here's what Roger says about his bike.

* * *

"Our local CZ dealer, Sanders Cycle, has been building its riders trick CZs for a long time, but now anyone can own one. The engine is the same one they've been using for two years. It's quick revving with lots of torque. They accomplished this by using an Ivan Baysen vented reed with 16 petals, eight for high rpm and eight "torque petals." This reed, combined with their own porting, piston cutting, pipe, modified Bing carb and Motoplat internal flywheel ignition gives it all the poop.

Weight was saved by using a thin wall chrome moly tubing copy of the old grand prix frames. This year the bikes will use a chrome moly Monoshock frame.

The front forks are Betor with modified internal damping. You get your choice of fork springs and shocks. I chose Arnacos and mounted them upside down.

Barns hubs, Kennedy discs, Hurst Airheart calipers, braided steel lines and foamed Akront rims make up the wheels. Next year

Try this with your stock CZ. Roger's bike weighs 167 pounds.

they'll use DIDs. It's got a 300x21 two-ply on the front and a 4.50 Trelleborg on the back.

The axles are chrome moly tubing and the shift lever, clutch lever and brake lever are plastic. The bars are chrome moly with surgical rubber grips and the brake pedal is titanium.

The fenders, air box and gas tank are all plastic.

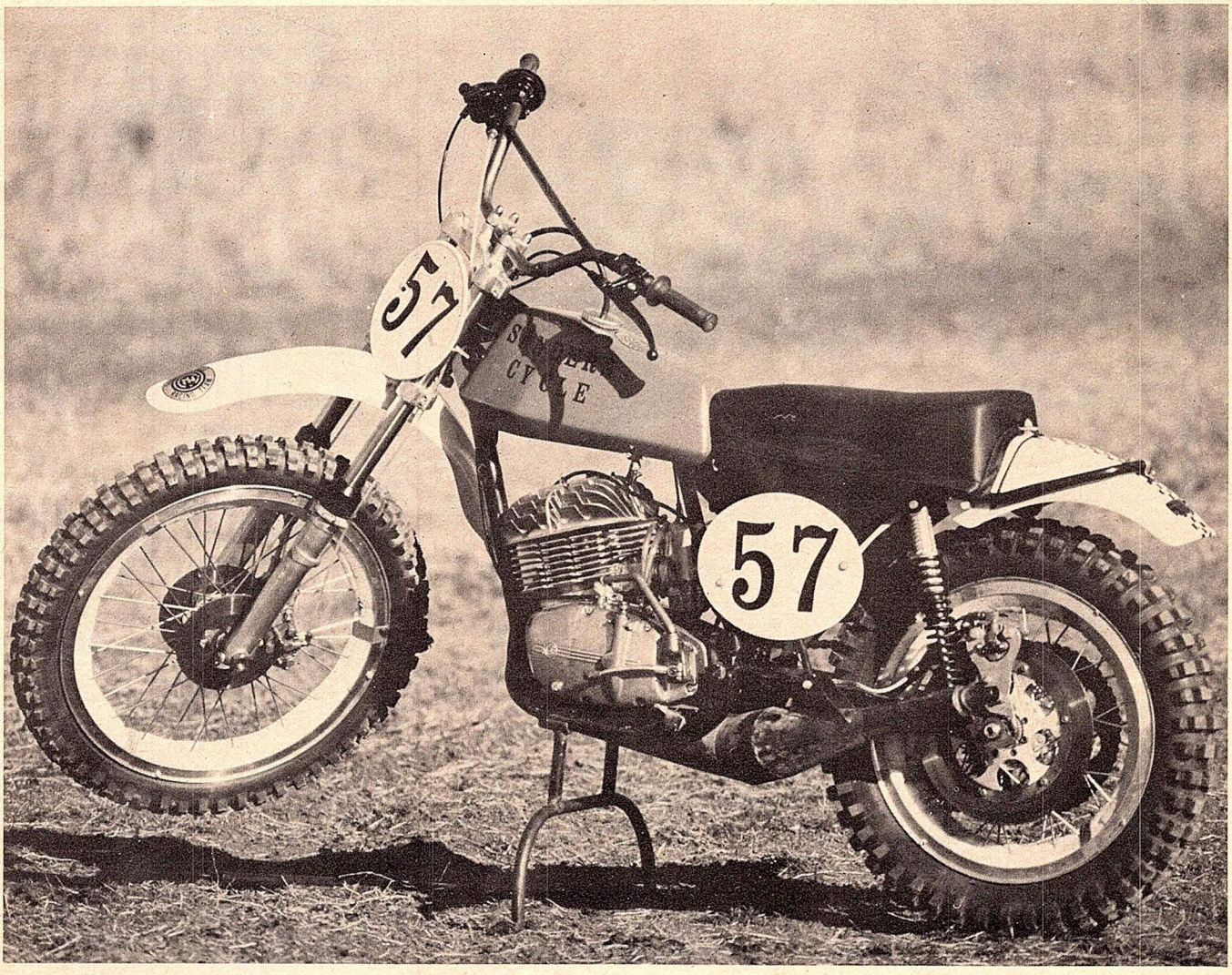
All bolts, except the stressed ones, are aluminum with nylock nuts. The steering head tube is chrome moly with Timkin tapered roller bearings and aluminum crown nut. The chain guide and all mounting brackets are aluminum.

Believe it or not, the bike weighs 167 pounds dry!

I've been tricking out my own bikes for years, but this is the best handling and fastest 250 I've ever been on. The best part is that I bought it off the floor and didn't have to buy anything extra. It even came with my numbers on it. The whole thing only cost me $1800, a lot less than if I tried to build it myself. Ain't that tough, you YZ owners! Next year I'm buying a CZ 400 Monoshock for $1900."

* * *

Keep those trick bikes coming in, people. Your entry may be next to appear on our vaunted pages. Next month: the most outlandish Yamaha DT-1 MX in captivity. *



Lord, will you look at that? The only thing that hasn't been re-worked is the centerstand.

DIRT

Continued from page 51

cross Team will ride and develop the Can-Am motocrossers for 1974.

* * *

You will notice the new 250cc Husqvarna incorporates a cantilever swingarm and reed valve induction. That makes Husky the first factory to, essentially, mass-produce their Grand Prix bikes. Bob Grossi will ride the stocker here in national and international competition.

* * *

The new Bultaco Pursangs are also direct copies of their GP bikes, only with standard swingarms. Chrome moly frames, GP hubs and Telesco shocks help make the new Buls very, very light.

* * *

Unadilla Parilla!!! Damn, why didn't we think of that? Thank you Gary Eustis of West Nyack, New York. But how come nobody from Louisiana State University has written to tell us about their little German bike shop "LSU NSU"? Or a two-stroke dealer in northern Connecticut called Stafford Springs Ring-a-dings? Maybe an accessory dealer in Idaho called Idaho Falls Foo-foo-raws? Argh! Stop me before I kill again! *

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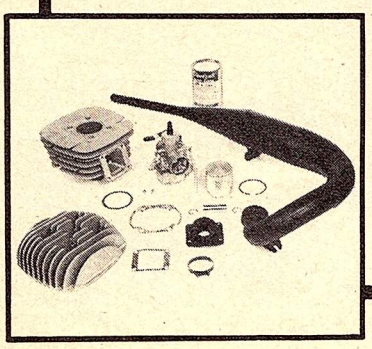

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EIERSTEDT

Continued from page 31

everything is absolutely perfect. The tolerances, everything . . . no shimmy, no wiggle . . . there's nothing foon about my Honda."

Rich feels at home on a 250.

"I rode an open Maico a couple of times and then I rode the open Honda once out at Saddleback. I really couldn't tell how they were 'cause I don't like open bikes. They vibrate too much and they're too heavy. They (Honda) want me to ride open in the International classes like the Trans-AMA. It won't be that bad. If I get an open bike to practice on, I'll get used to it. I'll just have Roy set it up for me, have him smooth it out a little, like put a giant 12-pound flywheel on it or something."

And the 125 . . .

"Oh, I love 'em. I'd love to race one but I think I'm too heavy. You gotta be pretty light, you know? Either that or have the rocket-ship motorcycle. They're neat. I rode a new CR125 out at Carlsbad and I was turning some pretty good lap times, but when I got back on my 250, gawd, it took me a couple of laps to even be able to ride the thing. I could get used to riding a 125, but it'd probably screw me up on a 250."

I asked him to compare the Honda Elsinore with a 250 Radial Maico, his old ride.

"Stock versus stock? Let's see, the Maico's better to race and the Honda's better to ride. The Honda's fun to ride, trail ride, 'cause the power is so radical, just on and off. It's harder riding it and you have to concentrate more, but when you do, you go faster. You learn a lot just screwing around."

Don't I know it. To further illustrate his method of learning while playing, Rich and I joined Tom Rapp, Gaylon Mosier and Ron Pomeroy for a little "trail ride" through California's Cleveland National Forest on race bikes. That afternoon I learned more about uphills and downhills and staying alive on a motorcycle than I would've riding all week on a motocross course.

"The secret to fast riding is all in your mind. If you have an attitude that you really love to ride, and you have to love to ride, then you won't mind going out and practicing because then you won't even think of it as practicing. Like, when I go out,

I don't even think of it as practicing. I just think of it as going out and riding, loosening up, having fun. But if you think, 'Well, I've got to go out once a week and practice,' then you're not going to get any better, really. If you don't enjoy it, what good is it?

"I think most guys should ride motocross courses at first, just to find out what it's all about. But trail riding is good for learning just about anything. Like, that's all I ever did before I started racing. I rode trails for ten years and when I got into racing I started winning right away. But ya gotta go fast. If you go riding and you go slow, you don't learn anything. But if you trail ride like we were going today, you know, *fast,* then you learn how to think fast, how to pick lines. You work your reflexes. It's just like being on a giant motocross course. And it's lots of fun. I used to work out on the motocross course at Saddleback during the week. Like, I'd do a couple of 45-minute motos each day and by the end of the week I'd be so bogged on riding. I'd come home from the track and think, gawd, I didn't have any fun today. It didn't pump me or nothing. But riding like we were today, real hard, I could do that every day. It's fun."

It's fun if you're in shape for it. Rich works out hard to keep his bod tuned.

"I always try to get up early in the morning because that makes every day just like a race day. When Sunday comes around and I get up early for the race, it'll seem like any other day and I won't have any trouble getting ready for the race. I work out in my room doing, like, muscle tone stuff. I have the twist thing for my arms, you know, the little bar with the weight in the middle. Then I do 50 push-ups, a 100 sit-ups and knee bends, not all the way down, but almost, 'cause my knees are bad. And I have this spring thing that you stretch across your chest, makes your shoulders stronger and stuff. Then I ride my ten-speed. I used to have one of those exercycle things but I seized it. Now I ride my ten-speed in the mountains. I don't go really far, only like a ten or 15-mile loop, but it's all uphill. You're just dead when you get to the top. Sometimes I feel like crying. Then I kinda coast for a while down the hill, then do it again up the next. After a real hard workout, I'm so wasted that I can't do anything else. So, on one day I'll really work out hard all day, then on the next day I'll work out a little in the morning and then go riding my Honda in the afternoon.

"I don't get stoked by people who just go out and berserk it for a few laps and then get tired and crash. That kind of riding may win an occasional race, but it doesn't win championships. You gotta be consistent the whole time. I have a lot of respect for people who don't have natural talent and have to work hard for what they get. Like Geboers or Hakan Andersson. Andersson broke his leg the year before and then came back to win the World Championship. You just know he had to work out all day long, every day. And then other people, like Robert: He can go out and party and drink 'n smoke, and then go to a race and kill everybody. It's cool that he can do that, but I appreciate the guys who have to work hard, 'cause I know what they're going through.

"Right now, none of the Ameri-

Continued

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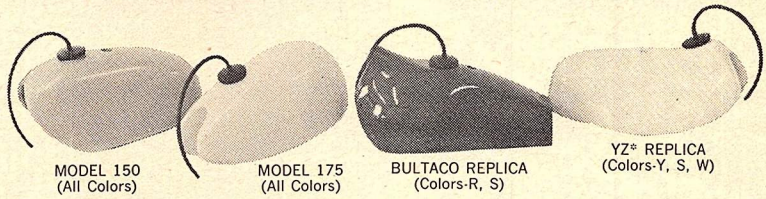

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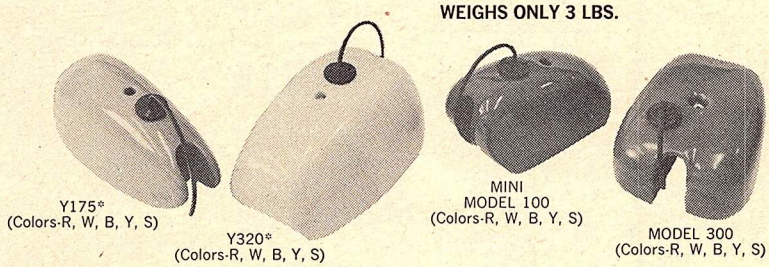

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EIERSTEDT

Continued

cans can stay with the Europeans because we're not consistent enough. Every week somebody will get a hot flash, like one week Hartwig will just smoke all the other Americans and then the next week Pomeroy will do it. But nobody's really doing it consistently. Like, you know how Lackey did two years ago? He won every Trans-Am. He was fantastic. He rode soooo good, used his head and didn't crash. Now a guy will come along and go crazy and do fantastic the first moto, and then just endo in the second. You don't win anything that way."

How does Rich rank the American's riders?

"Pomeroy's right up there. Tripes . . . he could be the best, if he wanted to be. He's like Weinert, he rides with his head. You can tell, like you look at Weinert's face or Tripes' face when they're riding, and you can see their bodies are about ready to die, but they let their minds take over and just tell their bodies that it doesn't hurt. And Bob Grossi, too. You see how smooth he rides? He's thinking all the time. That's why guys like DeCoster and Weil are so good. They've got a lot upstairs. They use their heads all the time."

When racing, Rich is all business.

"You have to really get into the moto. You have to get into what position you're in and how you can move up. If you can't see anybody in front of you, and you have to just try and keep your pace, keep driving. And when you come up behind somebody, you've got to zap him right off. If you stay behind him too long, you get screwed up. You start thinking about *him* and not about yourself and it wrecks you. You've got to keep your pace up and not break your rhythm. Hopefully, your pace is faster than his."

As far as the future goes . . .

"I just want to race as long as I can. I love motorcycles. It's all I ever want to do. I'm not going to risk my body trying to be World Champion in two years. I just want to race and keep improving, keep cool and learn a lot of stuff. If I can build up a lot of experience, maybe in five or six years I'd like to try something really big."

Like go to Europe?

"Oh, yeah. I wanna go. I don't know when I can or anything. I just

Continued on page 64

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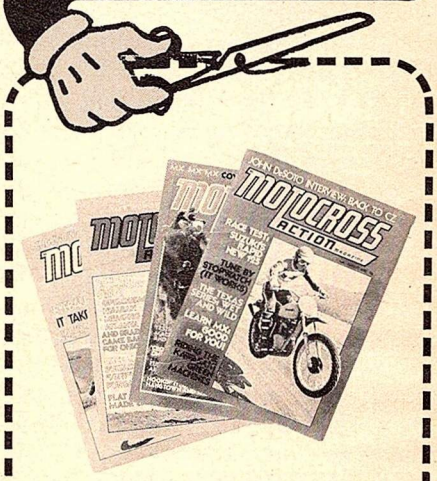

☐ **July 73** European Rider

☐ **Aug. 73** John De Soto Interview

☐ **Sept. 73** Maico 450

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BAY MARE

Continued from page 46

version, fires, grunts and chugs up the slope into the fog. DeSoto's temporary YZ has to be rolled down and given a running start. John makes it the second time, the bike shrilling like a dime store whistle, and vanishes into the murk, leaving behind the odor of burning clutch. That's the way it's going to be.

Mostly, it's sideshow. Bay Mare is a good track, lots of elevation changes, twisties through the greenery, couple of good straights, etc., but what with the adobe mud the riders are alternating between Class C type slippin' 'n slidin' and being hub-deep in traction. Getting up the hills is hard work. Getting down them in one piece is chancy. Soon riders and bikes are out all over the course, some lying down, others stock upright and immovable like posts in cement. Almost 40 riders start the first 250 moto. Only 11 will start the second. Of those who don't break, most are just trying to survive. Only a few look like they're really racing.

Ron Self is racing. The semi-known support rider from San Jose is pushing his Maico around the track with a consistent speed that proves he *is* a mudder. Nobody's going faster than Self, except maybe Ken Zahrt, but MOTOCROSS ACTION's test rider is so pumped he's taking out 30-foot sections of fence along the way. And Self just keeps motoring.

Gary Jones motors too, only he's motoring a Can-Am 125 against the 250s. The National Champ shows why he is, screaming the strong Canadian bike to a second overall. The rest of the factories involved in the 250 race are not amused.

Then the 500s are on the gate, and everyone's wondering if the big-bores will pull any better than the 250s did. Tim Hart gets the hole shot, but Jim Pomeroy picks him off. Then Mike Hartwig, riding like he and his new Yamaha ride have something to prove, zaps Pomeroy. Hartwig is moving faster than anyone has all morning, and he will be for the rest of the day. Only a fall in the first moto keeps his score card from reading (1, 1). Pomeroy's pushing his new 360 hard too, but ten minutes into the first moto he sticks his weak leg down in a turn and the mud decides to have lunch. No more racing for

Continued on page 62

VENTSHURTS, SLEEVEJOBS, BUMBLEBEES

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SUZUKI TEST

Continued from page 23

DINGLEBERRY STUFF

There were a few things on the little Suzook we weren't too crazy about. First and foremost, of course, is the oil injection. Controversy reigns over the merits of a positive oiling system, but we take our place firmly on the side of pre-mix. Anybody wanna fight?

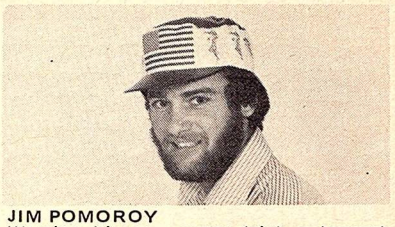
The little cover that goes over the countershaft sprocket fell off more times than Baz did. During a race it required a pit stop because one screw came out and one stayed in, letting the cover dangle against the chain. We ended up taking it off and leaving it off. Other Suzuki owners we talked to had the same problem.

The seam on the back of the seat split, letting the foam bulge out like a squeezed ravioli. Although, again, we've seen this same problem on other TM125s, our little split began life during a back loop, pictured elsewhere in this magazine. So it might not be *all* the bike's fault.

We didn't like the pegs at first because they were fairly smooth little cast alloy jobbies. It seems nothing short of solid steel saber-toothed boot grippers will keep our slick-shod test riders on the bikes. Needless to say, we were a bit amazed to see the same pegs on Roger DeCoster's factory Suzuki. Shows ya how much we know.

Neat items abound. You'll squeal with delight as you fondle the little plastic thingy that clips the gas cap vent tube to the cross-brace. You'll dazzle at the brake shoe wear indicators cast into the alloy backing plates, gaze in wonder and awe at the little stickie on the fork leg that shows you how to reassemble the front axle, and sigh in ecstasy at the whistle-clean flat alloy rims.

Yes, all these little things will blow your mind and make you fall in love with the little pooper just as we did. However, the TM125 has one handling flaw that may cause some heart seizures should the problem crop up in a high-speed situation. Like its larger brethren, the 125 has a flexy swingarm. Under most riding conditions this thing is no big deal, because the light weight and good power keep everything in line. But when the back wheel takes a heavy side load, like when slipping off the side of a hole or sliding into a small ridge, that swingarm really *tweaks.* In a race when you're going



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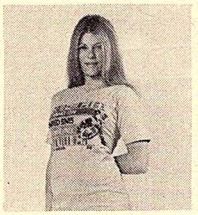

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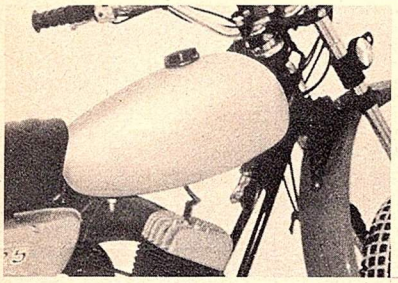

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flat out, this little event could result in some interesting rider-bike combinations, if you can dig it. It happened to us once or twice in a day of riding. The solution is simple: Get a stronger swingarm. This recommendation holds true for most production racing bikes, the problem not being unique with the Suzuki, but we thought we'd bring it up.

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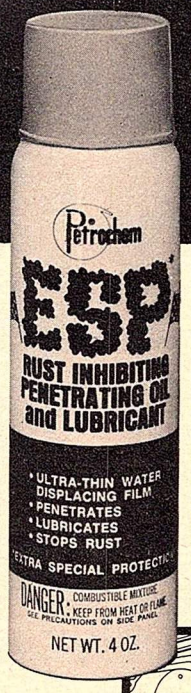
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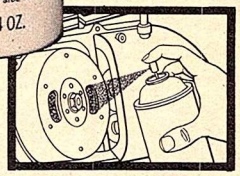

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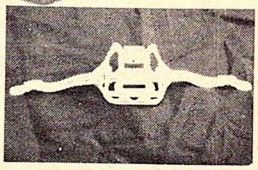

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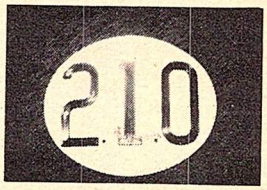

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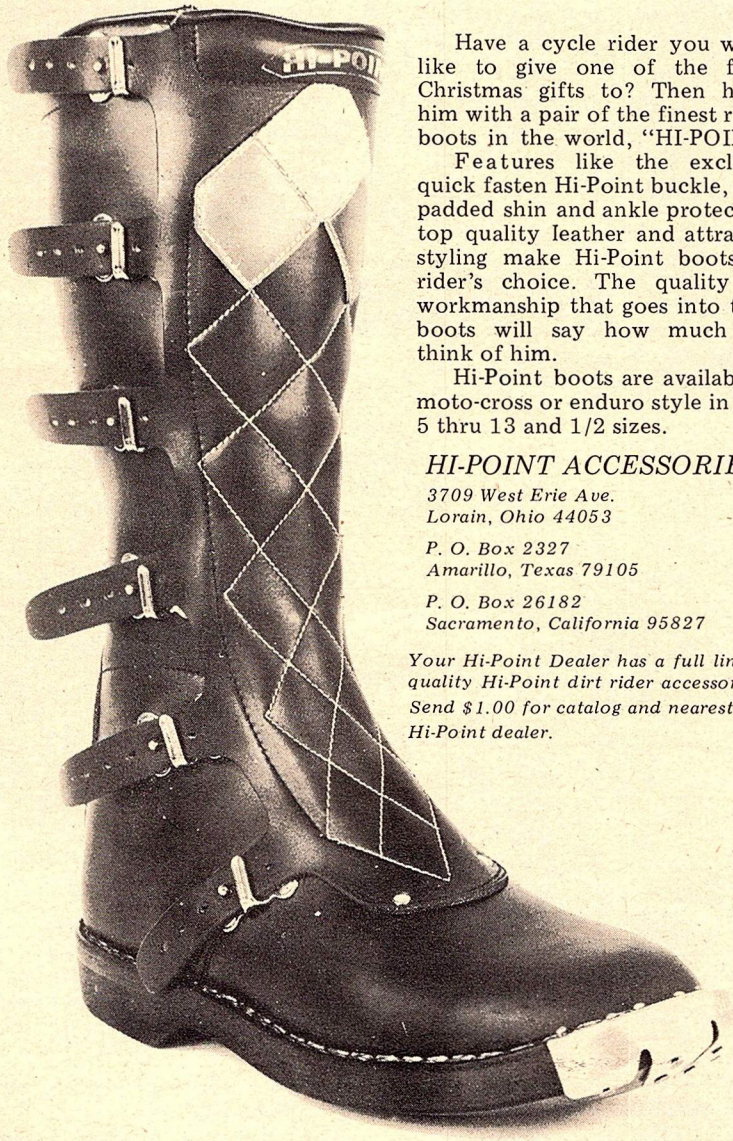

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BULTACO TEST

Continued from page 39

of Reynolds 4130 chrome moly steel, *the* hot setup for frames. The geometry is the same but the swingarm's a tad longer. The forks are the same materials but the damping and spring rates are softer to compensate for the weight reduction. We already talked about the shocks. Handlebar junk, shift lever, brake levers and other sundry doodads are made of Dural alloy which is light, handsome and strong. The rear hub is a jewel, made by riveting a machined alloy spool to a cast alloy brake drum. It's beautiful. Shoulderless Akronts, just like the DIDs, are laced cross-three in front and cross-two in back. Screws are used instead of rim locks, and do not have to be removed. Tires are the new style Pirellis, the 4.50 rear being the most serious dirt churner we've seen. Knobs like a road grader. Wheel bearings are sealed, for a change. The first thing one did with the old Bultacos was to have the seat reworked to human specifications. This year the factory does it for you. The tank, seat base and fenders are thin fiberglass like always, but the side covers are potato chip plastic. Fenders are supposed to look like the Husky GP jobs.

The motor is all-new, but looks the same from the outside. Inside, the crank carries more internal and less external flywheel, letting the drive side run on one, rather than two, ball bearings. The countershaft exits on a needle bearing with an external seal. No more "gearbox drip." The exhaust port has a little more "brow" on the top and an all-new Motoplat ignition supplies the juice. An accordian air hose now lets you remove the 36 Amal carb for rejetting without having to take apart half the bike. The filter is a genuine Twin-Air (snaaa-zee) held inside the boss glass air box with the same dingleberry springs. The brake rod is now routed *inside* the frame and rear shock so it doesn't (A) chew through your boot, and (B) get hopelessly dinged when you bite the bag.

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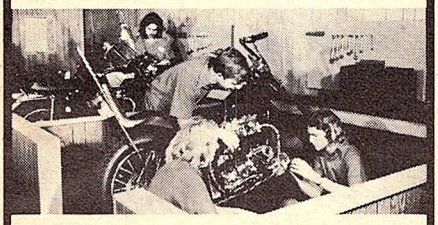

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"Regina Extra" and runs through a beautifully designed guide/torque arm combo just like the one on Pomeroy's works bike. And the whole thing is done in a blue-with-white-stripes motif to match (this is true, we swear it) Jim Pomeroy's helmet. Are you ready for that?

THEREFORE, MY FRIENDS

We've saved the best part for last. They told us it was light, but of course we had to see for ourselves. And when we weigh a bike, we do it right: half tank of gas, oil on the chain, tires full of air, numbers on the plates—in other words, ready to race. The official MX ACTION bike weigher scored the 1974 Pursang 250 at 206 pounds, making it the lightest 250 production motocrosser going down. That means, with a little fiddling, you could make the 'Sang downright *illegal*. And the price for this little bundle of joy is still only $1295, one of the few things that hasn't changed from last year.

How did they do it? E-Z. Unlike many of the "big" manufacturers, ". . . Bultaco is in the business of building racing motorcycles only. Therefore, we have to build the best we can." That's the official word from the horse's mouth. Too good to be true? Maybe.

Since Joel Robert rode the first really trick factory special to a World Championship, the buying public has been clamoring for a "works" bike they can own. Ounce for ounce, the Pursang fills the bill. But what you don't get for your $1295 is the factory mechanic and van full of spares that keeps the works machines running. Of course we can't evaluate the durability of a machine from a short test, but we can say from experience that the lighter and more radical a bike is, the harder it will be to keep it running. You can probably drive your CZ off a cliff and have to adjust nothing but the paint, but endo something like the Pursang and it's going to bend. Time will tell.

In the meantime, we have ourselves a real live race bike. The new Pursang is the most radically advanced racing machine ever offered to the public at any cost. Even the Bultaco team riders are painting their bikes blue just to keep up. Now we wonder if Bultaco is mass-producing their race bikes or racing their production bikes. Things are getting very interesting. *

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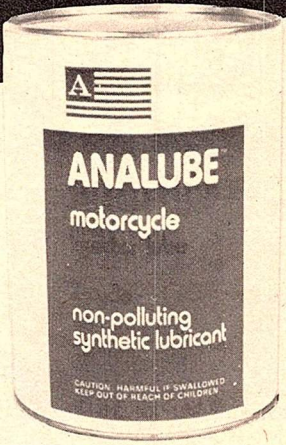

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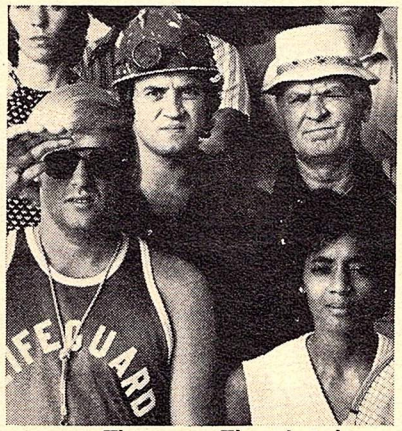

The sun. That bright and warm and healthy sun. Wrong. A day in the sun, working or playing, is no bargain at all. Skin cancer happens from the sun. Unless you're careful. Unless you care. Unless you take it easy and protect your skin. Cover yourself. Let the sun get to you very, very slowly.

AMERICAN CANCER SOCIETY®
THIS SPACE CONTRIBUTED BY THE PUBLISHER

BAY MARE

Continued from page 57

Jim before he goes back to Europe.

Hartwig isn't motoring, he's charging. Here're the other name riders, some just trying to survive the awfulness of it all, the others waiting for their bikes to give them a chance to pack it in. And here's Mike Hartwig, slithering up the hills on the rear wheel and using mud walls for berms, a berserk cue ball slamming off the motocross cushions and bouncing into the win pocket so easily it looks fixed. Look out, Pierre. While you were away skiing in Austria, the new kid gave notice.

Brad Lackey's got a new Husky ride, and he tries to ride both classes—insane. He gets by OK in the 250 class, finishing fifth despite problems, but the second moto of the 500 finds him standing quietly in the mud, waiting for one of the factory people to wheel his 360 away.

Jim Weinert DNFs the first moto, and sits out the second. Dry.

The men to watch are Hartwig, Self and Zahrt. Michigan Mike shows why many consider him the best American rider on a really tough track, as he ignores the mud

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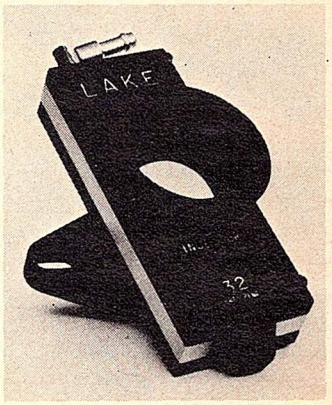

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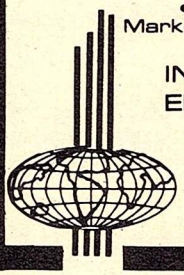

RIGHT FIRST TIME

April 1973 and Jim Pomeroy took his Bultaco Pursang to the start line of the Spanish Grand Prix . . . his first-ever effort in the World Championship Series. Forty-five minutes later the young American took the checkered flag against the very best 250cc class riders in the world. First American ever to win a Grand Prix, first American ever to lead the World Championship table and first rider to ever win a Grand Prix race at his first attempt. Right first time, indeed!

BULTACO

and just goes. Ron Self shows that he's *not* just another support rider—especially in the mud. Smooth and fast, he laps everyone up to third place in the second moto. And Zahrt. Zahrt (they yell) is insane! There's Kenny passing three riders in one swampy turn. Next lap: Here come those same three riders chuggin' by, but where's Zahrt? Whoops! Braaapp. A blue and white Bultaco goes ass-swinging by, and there's Zahrt back out on the track, out of the oaks and gullies where he's been trail riding trying to get back on the course after missing a turn on the downhill. He passes the same guys in some impossible place like they're not even there. Is gone. Like as not, he'll have to pass those guys two or three times more before the 30 minutes are up. Bizarre.

Then it's over, and everyone faces up to the problem of getting their cars out of the muck and going home. It's an insurance adjustor's field day, just like the racing was a clutch salesman's dream. 1974's first AMA Qualifier has turned out to be a rider's nightmare, but if you didn't mind cold, wet feet it was kind of interesting to watch.

Achoo! *

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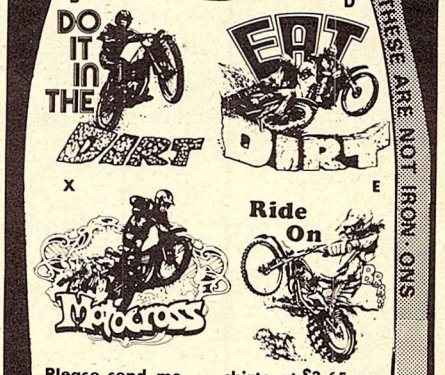

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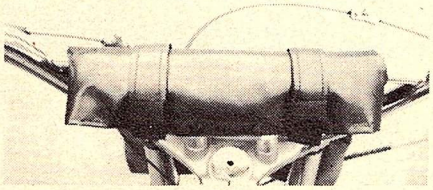

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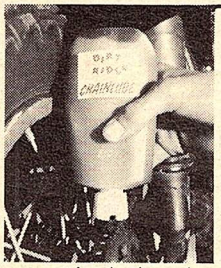

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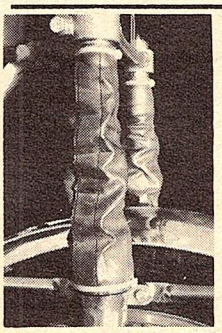

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EIERSTEDT

Continued from page 56

know I want to go, but not 'til I'm ready. I've got a lot to learn before I can race in Europe. Gotta get my body built up and everything."

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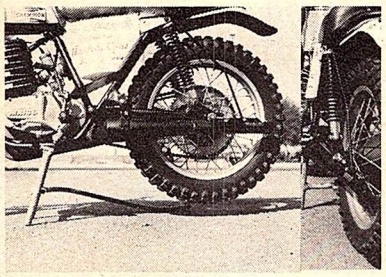

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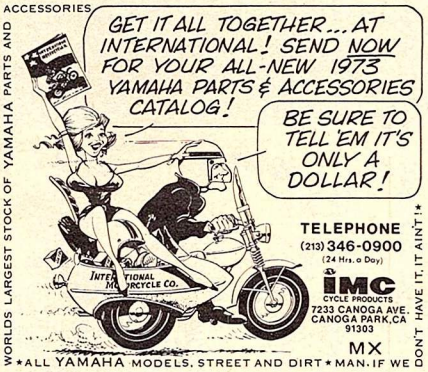
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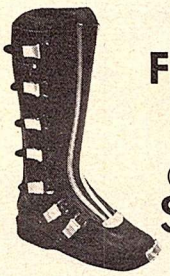

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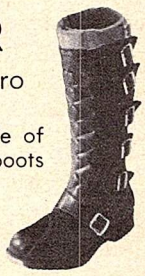

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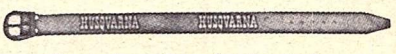

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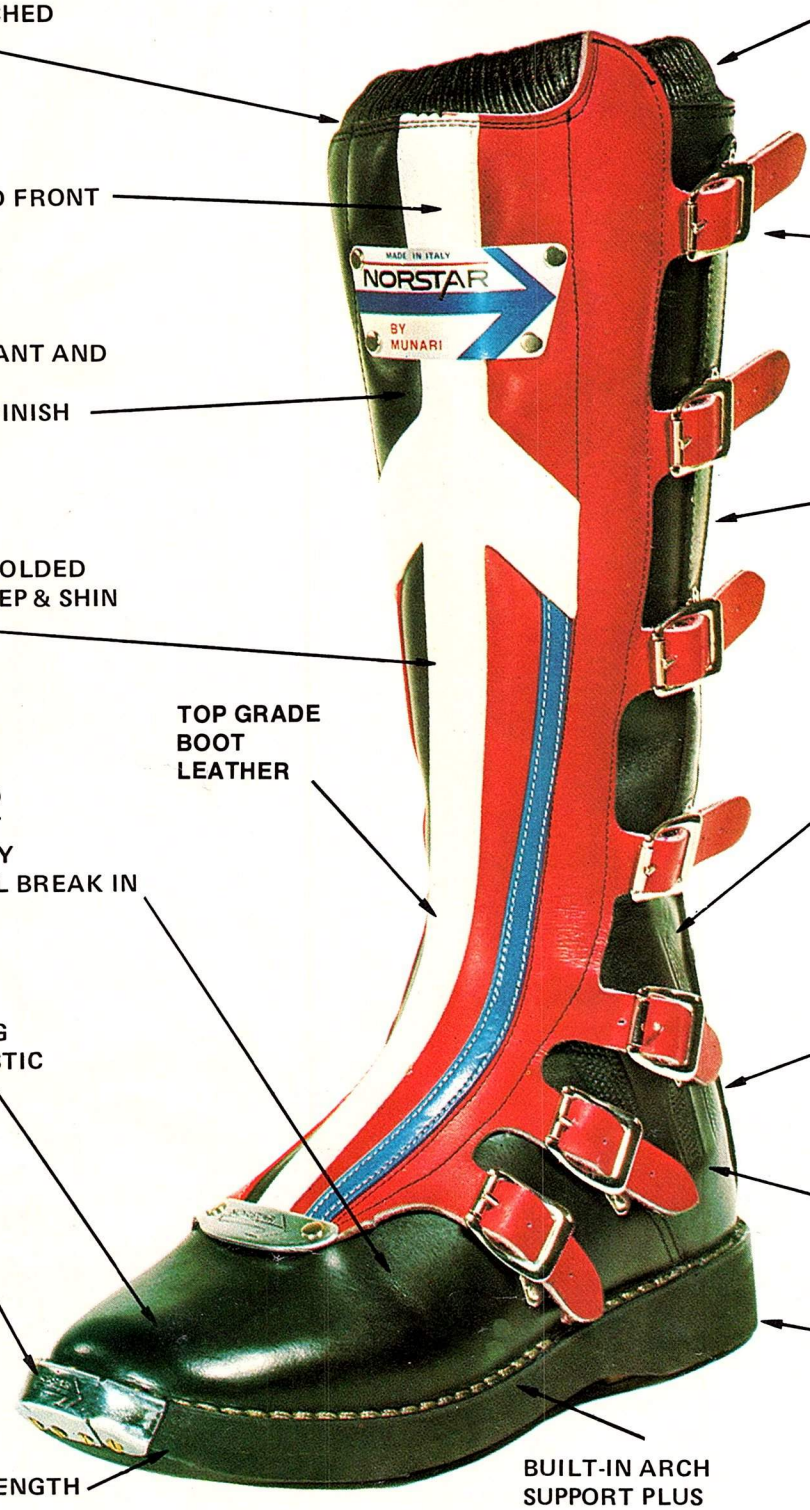

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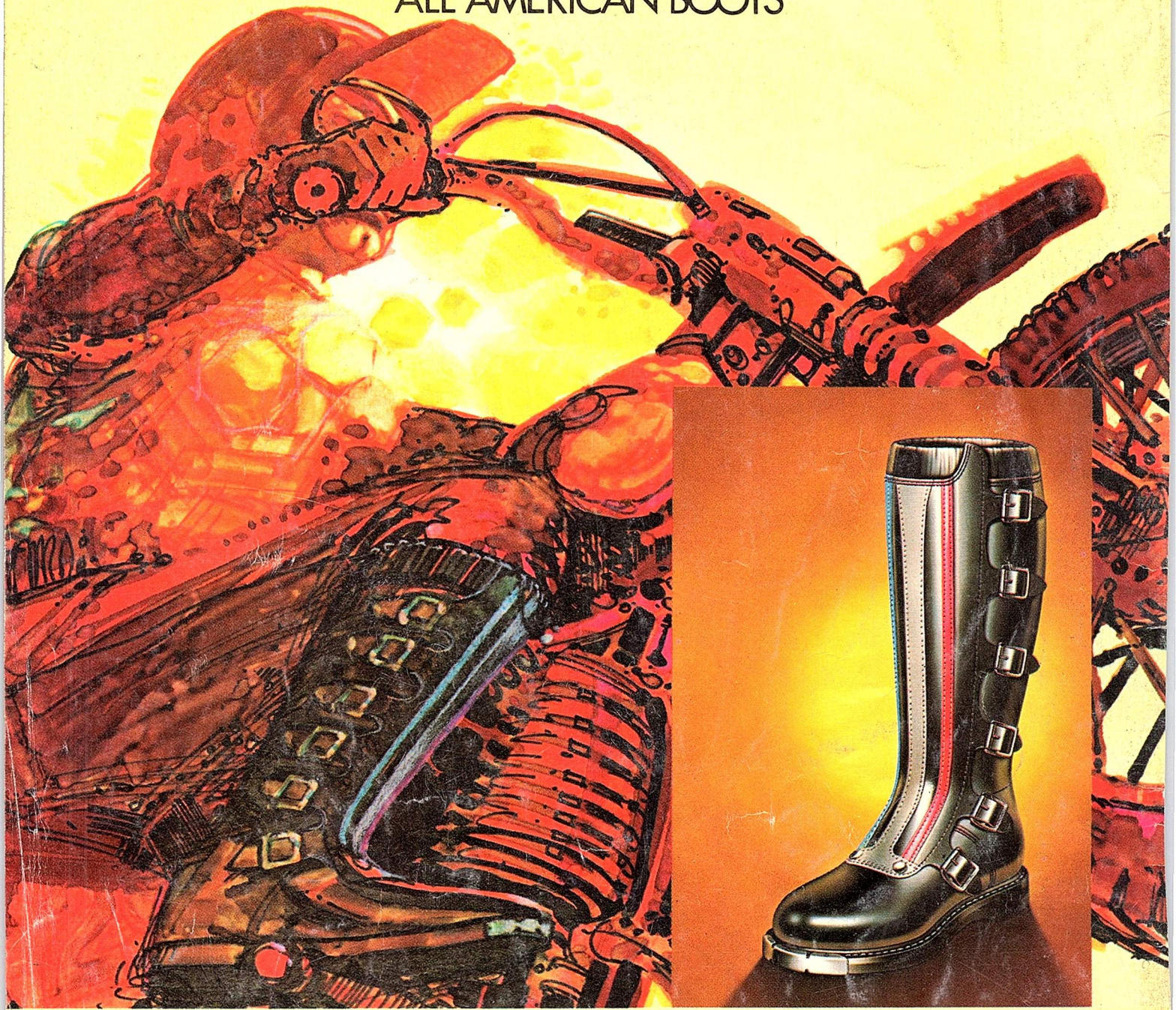

U.S. Grand Prix boots (Motocross and Enduro) are designed to meet the needs of the demanding professional rider, yet they take it easy on the pocketbook of the spare-time enthusiast.

After more than three years of research and testing, U.S. Grand Prix now can offer these American-made off-road boots that have definite advantages over *any* imported boot plus important features unavailable elsewhere. For instance: Regular American sizes, no more hassle about fit. Easiest to get on and off. Lightweight and flexible, yet maximum protection for legs and feet. (You spend money to lighten your bike; it just makes sense to wear a flexible, lighter boot that works *with* your body, not against it.) No foot fatigue even after an all-day ride!

See these outstanding new boots at your local dealer. (They are handled nationally by major distributors.)

T.M.

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